

General Rules

Eligibility of Contestants

1) All contestants must be a member of the Illiana Pullers Association. Contestants must be 18 years of age or 16 years of age and have both parent's written consent or guardian's written consent. (CHECK WITH ILLIANA PULLERS ASSOC. TO SEE IF THIS MEETS THEIR INSURANCE REQUIREMENT)

General Rules for IPA truck divisions

- 1) Absolutely no passengers or riders on any competition vehicle.
- 2) Each competitor must be entered in their respective classes 30 minutes before the event starts (not before their class) Any competitor not entered in their class 30 minutes prior to the event will pay double the entry fee for their class for that event.
- 3) No tying down competition vehicle to drawbar or drawbar support while in transport.
- 4) Any driver under the influence of drugs/alcohol, etc; will not be allowed to pull.
- 5) Anyone refusing any tech inspections will be disqualified immediately! NO REFUNDS!
- 6) 7) Competitors in the four-wheel drive divisions will be required to have their vehicle teched and engine pumped and sealed by the truck tech committee by the third hook attended by the vehicle. Competitors that have not had their truck teched or engine pumped by the third hook will have any prize monies held by the IPA until vehicle is teched and pumped. Competitors are responsible for arranging their respective vehicles to be teched and pumped with the truck pump committee.
- 8) In the event of an extended track situation the maximum length of the track will be 320'. Pull-offs after the event of 320' tracks will be a floating finish. **IPA officials may waive this at the discretion of track officials. Circumstances such as weather, time, etc; shall be a determining factor in these instances.**

Drawbars

- 1) Drawbars, hitching devices and drawbar supports shall be constructed of steel.
- 2) Drawbars shall meet the following: drawbar to be a minimum of 2 square inches total steel material at any point. This includes the area of the pin with the pin removed. The pin will be a minimum of 7/8 inch. Drawbar must be equipped with a steel hitching device not more than 1.5 x 1.5 square, (or 1.5 round), and with an oblong shaped hole 3.75 inches long and 3 inches wide.
- 3) No portion of the vehicle may interfere with the sled, chain or hook during a pull or while being hooked or unhooked.
- 4) An area 5 inches wide and 12 inches high immediately above and below the drawbar must be free of all obstructions including weights, stabilizer bars and second drawbars for the ease of hooking and unhooking. Second drawbars are not required.
- 5) Tech officials must be able to visually inspect the drawbar area of competition vehicle.
- 6) No trick hitches, no cam type rear ends.
- 7) Drawbar height or distance from center of axle / center of rear wheels cannot change during pull.

Clutches and Flywheels

- 1) All flywheels, clutches, flex plates must be SFI approved. All automatics must have SFI scatter blanket
- 2) There shall be twelve 5/16-inch grade 5 or better cap screws securing the cover to the bell housing. The cover must have a plate or fillet that fit flush inside of the housing. The cover and fillet must be steel. The fillet must be welded to the cover and all bolts must be flush to the inside.
- 3) There must be five bolts used to secure the transmission to the bell housing, 3/8 inch minimum diameter or four 1/2 inch bolts.
- 4) All bell housings must be flush on the inside surface.
- 5) SFI certified bell housing with Crower stand adjustment slot are acceptable.
- 6) Add four additional bolts to fasten the bell housing to block saver plate. These bolts are to be 3/8-inch grade 5 and between existing bolts on the top half of the bell housing, along with 5 evenly spaced bolts between block saver and bell housing on lower half.

7) Only mechanically activated clutches allowed.

Engines

No auxiliary internal combustion engines are allowed on board to drive pumps, accessories, etc.

2) Shielding on all V or Y type engines must extend from the base of the head or the upper most point of piston travel to 2 inches below bottom center of crankshaft throw and be securely fastened.

3) Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.

4) A deflection shield is required on both sides of the engine. Shields must extend the complete length of the block casting and be securely fastened. Shields must extend from sheet metal (hood) to 2 inches below bottom center of crankshaft throw and be securely fastened. Shields may extend beyond or cover starter or fuel pump. Shields shall be constructed of aluminum or steel a minimum of 0.060 inch thick or safety blanket material. Shields must be solid – motor mounts, filters, fuel injection pumps, steering rods, etc cannot serve as part of shield. Solid frame rails with no holes can serve as part or the entire shield, providing it covers required areas of block casting. It is recommended that a quick release fastener be used. Use of bolts, nuts, screws, and locks are discouraged, (Reason: ease of access in emergency – fire, run-off, etc). Any competition vehicle with that requires tools for the removal of side shields must be equipped with an on-board fire control system. System must place one nozzle on each side of engine, inside the engine compartment. Not to be attached to the sheet metal.

5) All engine crankcase venting (blow by tubes) must be vented below the heads of that engine and extended down to the engine pan. All blow by tubes must exit forward of rear tires.

6) All competing vehicles must be equipped with a dead-man throttle. All throttles in a forward-rearward direction shall be closed in the rearmost position. No hydraulic throttle linkage allowed. Must be positive, two-way mechanical linkage.

7) A bolt in the crankshaft to hold damper pulley is required.

8) All engine driven fans must be shrouded with 1/16 inch steel or thicker, 360 degrees. Electric fans excluded.

Exhaust Systems

1) All exhaust pipes must be securely attached.

2) Rain caps cannot be used.

3) Fuel and Fuel Containers

4) All forms of nitro methane including nitrous oxide and propylene are illegal as a fuel or fuel additive for pulling. Legal fuels are alcohol, water, diesel fuel, and gasoline. No oxygen carrier or combustion accelerators are allowed. Methanol alcohol is a clear, colorless liquid with a mild odor at ambient temperatures. No additives are allowed in any fuel except those additives blended by the fuel manufacturer or refinery. Fuels may be checked by tech official at any event at any time.

5) All vehicles will be subject to fuel testing based on the IPA discretion.

6) No pressurized fuels allowed.

Kill Switches

1) All competing vehicles with spark ignition must use a waterproof, dust proof tether type safety switch as an ignition kill switch and it must be in working order at all times. On a spark ignition vehicle, the kill switch must break or ground the ignition circuit. Spark ignition vehicles with electric fuel pump(s), the kill switch must also break current to the fuel pump(s).

2) Kill switches on spark ignition vehicles must be checked with engine running.

3) Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be check on all competing vehicles at every event.

4) All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.

5) The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.

6) The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.

7) Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.

8) Kill switch ring must be secured with a single nylon tie wrap (1/8 inch). The tie wrap must be broken for a re-pull. Competitors will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.

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

10) The use of OHM meters and buzz boxes allowed, however, if there is any doubt of whether the device is hooked up properly or the person using the device is not 100 percent certain of the reading he receives, the pulling vehicle will be started to check the kill switch.

11) Diesel engines must have a fuel Dump valve and control within easy reach of driver. All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake, which can be utilized from the seat.

Safety

1) If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

2) All pulling vehicles must be equipped with a minimum of 2 lb Halon type of 2½ lb dry-powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.

3) All competitors, unless noted otherwise in specific class rules, must wear full-length pants, leather shoes and SFI fire proof jacket and gloves.

4) Driver must wear an approved safety helmet.

5) Driver must wear a secure seat belt

6) No pit racing-5 mph maximum in pit area.

7) No competition vehicle is to be left running unattended with out a capable operator available. Any competition vehicle that is left running unattended will be disqualified for that event

8) Each competing vehicle must have a working parking brake or a brake "line-lock" that, maintains hydraulic pressure to the brakes while an operator is not attending a vehicle. The IPA board strongly recommends that all vehicles be in park or have the "line-lock" applied anytime that a vehicle is not in competition.

9) A reverse safety light system is required all competition vehicles. A white light automotive quality minimum 2 inches in diameter, must be mounted directly above or below the safety kill switch at the rear of the vehicle. A light in the driver's compartment must be operated off the same system. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse.

10) All pulling vehicles must be equipped with a starter interrupter switch on the gearshift or clutch switch, which will allow starter engagement only in neutral position or clutch disengaged.

11) All pullers will have fire protection equipment and helmets specified by division rules, on any time while on the track and driver is on the pulling vehicle, or the puller will be disqualified.

12) Each member of the competitor's crew must be properly attired when present in the staging or in the competition area. Shoes are mandatory. Tank tops, bare torsos or muscle shirts are not acceptable in the staging or competition.

13) No tarp straps will be allowed for any use on pulling vehicles.

14) All vehicles carrying on board start batteries must have a quick disconnect method.

Weights

1) It is **STRONGLY** recommended that all vehicles have a front hitch attached to the vehicle that is capable of supporting the weight of the front of the vehicle. It must be the furthest most point on the vehicle and be centrally located. The hitch must have a minimum of a 3" diameter hole to allow for the 3 point mounted hitches on the movers to manipulate the competing vehicles. No weights are to be positioned next to the hitch in a way that may restrict the turning radius of the movers once they have picked up the front of the vehicle

2) Weights must be securely fastened and no transfer of weight while vehicle is moving will be allowed.

- 3) Weights must not extend rearward beyond rear tires.
- 4) Any weight lost while hooked to the sled and under the green flag will be cause for disqualification. If weight touches the ground although they may still be attached to the pulling vehicle, pull will be disqualified (internal breakage excepted).
- 5) ALL moveable ballast must be 10 lbs or greater countable weight to be accepted in competition.
- 6) No liquid or powdered substance allowed for weight purposes.
- 7) Weights must not interfere with the kill switch, drawbar or chain.
- 8) No tarp straps will be allowed to secure weights.

Protest Rule

- 1) Any competitor wanting to protest another vehicle in the class for an alleged rule violation shall submit the following monies in cash in order to protest:
 - a. Fuel Pull \$100. Protestor paying for actual test from NTPA and specific chemical being looked for.
 - b. Pump for C.I. \$200
 - c. Engine teardown \$500.00
 - d. Body Chassis Inspection (with specific notation of infraction being looked for) \$ 200.00
- 2) IPA will retain %20 of total protest monies with the balance to be paid accordingly.
- 3) Protestor must be a contestant in the same class as the vehicle being protested. All protests must be made to a board member no later than 15 minutes after the class is over. If the vehicle is found to be illegal, protestor will be refunded his/her money minus the IPA percentage and the vehicle being protested will be disqualified. If the vehicle is found to be legal, the owner of the vehicle shall receive all monies submitted minus the IPA percentage. The IPA board will determine eligibility of the protest.

Altered Stock 4WD

Drawbars

1. Hitch height to be a maximum of 26" at hook point.
2. Drawbar length is a min. 36% of the wheelbase. Drawbar must not extend more than 12" past the rear of the truck and must be rigid in all direction.
3. Trucks where the drawbar height adjustment link is attached to the rear differential housing, the attaching point must be at axle centerline or below

Clutches and Flywheels

1. Steel bell housings or scatter blankets are required.
2. The flywheel, clutch and pressure plate components must be SFI approved and numbered components.
3. All bell housings must be flush on the inside surface.
4. SFI certified bell housing with Crower stand adjustment slot are acceptable.
5. Add four additional bolts to fasten the bell housing to block saver plate. These bolts are to be 3/8-inch grade 5 and between existing bolts on the top half of the bell housing, along with 5 evenly spaced bolts between block saver and bell housing on lower half.
6. Only mechanically activated clutches allowed.

Engines

1 There is a maximum cubic inch limit of 485 cubic inches

-May run up to 540 CID if engine is ALL cast iron, but must use production block, heads and intake manifold (no Bow Tie or SVO blocks) Cast iron intakes may be ported.

2 No Aftermarket Engine Blocks- Must be OEM-no Tall Deck Blocks

3 Aftermarket cast iron cylinder heads are allowed. No aluminum heads.

4 No Dry Sump oil systems

5 No Vacuum Pumps

6 No Intake Runner Spacers

7 An external oil pump is allowed-one stage only

8 The spec aluminum intake is Edelbrock's Performer RPM, not the Airgap.
The GM part numbers are 7161 and 7163.
The Ford part number is 7166. And 2966
The Dodge part number is 7193.

9 The intake is not allowed to be modified in any way, with the exception of a 3/4 inch gasket matching of port to cylinder head

10 There is no use of extrude hone or acid porting

11 No epoxy filler in intake

12 No porting around the carb mounting

13 All carburetors must be 4150 based no Dominator Carburetors allowed

14 An OEM intake will be allowed and cast iron manifold can be ported

15 Any size carb spacer is allowed

16 The carb will be pulled and intake inspected with a scope at the time the engine is pumped for cubic inches. Any issues with porting by tech officials will result in pulling the intake off to measure and inspect porting.

Chassis

1.Truck must have factory frames and complete bodies (bed may be gutted with no weight penalty)

2.Truck must have all body components: fenders, hood, doors, bed. All original sheet metal in cab must be intact. Tilt front ends allowed. No fiberglass bodies and no flatbeds.

3.Trucks must have safety glass or Plexiglas in windshield and rear window

4.Rear of block can be no more forward than 12" from the center of the front axle tube.

5.Weight box maximum width 84", not to exceed 60" forward from top center position of front axle tube.

6.Truck must have a factory front suspension in place. Traction bars allowed. Solid suspension is allowed in the rear.

7.Production (OEM) driveline up to 1 ton with a 133" wheelbase maximum. Dana 70 front and Dana 80 rear axle maximum. (1 ton maximum) Hollander Interchange to be used for reference.

8.The outside edge of front or rear tires must track within centerline of one another.

Exhaust Systems

1.Exhaust system must run down and back or up through the hood. Adequate clearance around headers will be allowed to permit opening of the hood.

Fuel and Fuel Containers

1.Gasoline only as fuel. No additives are allowed in gasoline except those additives blended by the fuel manufacturer or refinery

2.Fuel cells only, no factory tanks allowed.

3.No fuel cells in driver's compartment

Kill Switches

1.Kill switch with a 2" diameter ring required. It must break power to the ignition and electric fuel pump. The switch must be located approx. 12" above hitch.

2.Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be check on all competing vehicles at every event.

Safety

1.Engine must be shielded at least .060" thickness. Height to extend to bottom of cylinder head and must cover the entire length of the engine. No unnecessary holes in the firewall. Any engine driven fan must be shrouded 360 degrees.

2.Reverse light required at the rear of the vehicle and inside the cab.

3.All driveline U-joints are to be enclosed 360 degrees using 1/4" steel or 5/16" aluminum and must be a minimum of 6" wide with a maximum of 2" clearance from the U-joint.

4.All drive shafts between the transmission and transfer case must be completely enclosed with 1/4" steel or 5/16" aluminum and fastened securely.

5.All drive shafts must also have 3 loops 1/4" thick steel x 3/4" wide minimum.

6.If an Illiana Pullers Association track official or tech official feel a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

7.All pulling vehicles must be equipped with a minimum of 2 lb Halon type of 2½ lb dry- powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.

8.All trucks equipped with a harmonic balancer shall be SFI approved or shrouded with 1/4" steel shield 1" wide and 360 degrees around the balancer and have two 1/4" x 1" straps to keep the balancer from working forward

9.Alterd Stock competitors are required to wear a Snell 2000 helmet and a 3.2 rated single layer fire jacket during competition.

Tires

1. 33 X 12.50 tire by Measure- no cuts, no extra sipes

Weights

Maximum weight for truck and driver is 6200 lbs.

A \$100 protest fee for intake violations by a competitor in class to pull intake off and inspect by tech officials and one board member will be present

All general rules apply where applicable.

Pro Stock 4WD

Drawbars

- 1) Hitch height to be a maximum of 26" at hook point.
- 2) Drawbar length is a min. 36% of the wheelbase before, during and after pull.
- 3) Trucks where the drawbar height adjustment link is attached to the rear differential housing, the attaching point must be at axle centerline or below.

Clutches and Flywheels

- 1) Steel bell housings or scatter blankets are required.
- 2) The flywheel, and or flex plate, clutch and pressure plate components must be SFI approved components.
- 3) All bell housings must be flush on the inside surface.
- 4) SFI certified bell housing with Crower stand adjustment slot are acceptable.
- 5) Add four additional bolts to fasten the bell housing to block saver plate. These bolts are to be 3/8- inch grade 5 and between existing bolts on the top half of the bell housing, along with 5 evenly spaced bolts between block saver and bell housing on lower half.
- 6) Only mechanically activated clutches allowed.

Engines

- 1) Maximum engine displacement is 485 c.i.
- 2) Cast iron blocks only. No aluminum blocks allowed.
- 2) Cast iron blocks only. No aluminum blocks allowed.
- 3) Aluminum cylinder heads are allowed. Cylinder head must have an O.E.M. intake bolt pattern. No spread port big block Chevrolet heads allowed.
- 4) Any cast iron cylinder head allowed.
- 5) Engine must be naturally aspirated with a single four barrel carburetor. Split carburetors are not allowed.
- 6) Any cast intake manifold allowed. No tunnel ram intakes allowed. No sheet metal or composite intake manifolds allowed.

7)Any ignition will be allowed.

Chassis

1)Maximum wheelbase will be 134". Body sheet metal must conform to wheelbase

2)Flip top and fiberglass bodies are allowed. Driver's door must be operable.

3)Trucks must have safety glass or Plexiglas in windshield and rear window

4)Rear of block can be no more forward than 12" from the center of the front axle tube.

5)Weight box maximum width 84", not to exceed 60" forward from top center position of front axle tube.

6)Solid suspension is allowed only in the rear.

7)Drive train will consist of the following: any front axle or any rear axle, no planetary rears allowed. Must have OEM frame rails

8)Any aftermarket transmissions and transfer cases allowed.

9)Engine does not have to conform to body/chassis being entered.

10)Dirt deflectors of any kind are not allowed.

11)Any pneumatic or hydraulic suspension components must not be controlled from the cab

Exhaust Systems

1)Exhaust system must run down and back or up through the hood. Adequate clearance around headers will be allowed to permit opening the hood. If you burn alcohol you must run with the headers up. You can also run exhaust spacers.

Fuel and Fuel Containers

1)Alcohol and gasoline fuel allowed. No additives are allowed in fuel except those additives blended by the fuel manufacturer or refinery

2)Fuel cells only, no factory tanks allowed.

3)No fuel cells in driver's compartment.

4)Fuel tanks must be in open area and cannot be any farther forward than 60" from center of the axle tube.

Kill Switches

1)Kill switch with a 2" diameter ring required. It must break power to the ignition and electric fuel pump. The switch must be located approx. 12" above hitch.

2)Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be checked on all competing vehicles at every event.

Safety

1)Engine must be shielded at least .060" thickness. Height to extend to bottom of cylinder head and must cover the entire length of the engine. No unnecessary holes in the firewall. Any engine driven fan must be

shrouded 360 degrees.

2)All trucks equipped with a SFI harmonic balancer.

3)Reverse light required at the rear of the vehicle and inside the cab. Both are to be activated by the gearshift.

4)All driveline U-joints are to be enclosed 360 degrees using 1/4" steel or 5/16" aluminum and must be a minimum of 6" wide with a maximum of 2" clearance from the U-joint.

5)All drive shafts between the transmission and transfer case must be completely enclosed with 1/4" steel or 5/16" aluminum and fastened securely.

6)All drive shafts must also have 3 loops 1/4" thick steel x 3/4" wide minimum.

7)No cables, chains, or cast metal for loops.

8)If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

9)All pulling vehicles must be equipped with a minimum of 2 lb Halon type or 2 1/2 lb dry-powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.

10)All drivers must wear helmets that meet or exceed Snell 2000 rating or must meet SFI specification 41.2. No modifications or alterations of the helmet are allowed. All chinstraps must be fastened. Helmets with fire retardant lining and a flame retardant neck shirt allowed. If you use a helmet with a fire retardant lining and flame retardant neck skirt, no head sock is required. Once a helmet has suffered a severe impact, it must be replaced or sent to manufacturer for re-inspection.

Tires

1)Tires maximum 31.5 x 15 x 15 terra tires or bar tires. No duals, chains allowed. Uncut D.O.T. legal tires may run in this class max. 16.5 x 12.5 x 35. Outside corner to outside corner tread (measure).

Weights

Maximum weight for truck and driver is 6200 lbs.

All general rules apply where applicable.

Diesel Trucks

1)All contestants must be a member of the Illiana Pullers Association. Contestants must be 18 years of age or 16 years of age and have both parent's written consent or guardian's written consent. (CHECK WITH ILLIANA PULLERS ASSOC. TO SEE IF THIS MEETS THEIR INSURANCE REQUIREMENT)

2)All drivers must have a valid state driver's license.

Drawbars

1)Hitch height to be a maximum of 24" for 4 wheel drive and 30" for 2 wheel drive at hook point.

2)The hitch must be of receiver-style hitch. Reinforcements are permitted

- 3) Hook point must not extend forward of the center of the rear axle.
- 4) The hooking point must be the rear most point on the vehicle and must be rearward of the stock location of the tailgate. The hook point may not be any shorter than 44" from the centerline of the rear axle.
- 5) The hitch must be horizontal to the ground and stationary in all directions.
- 6) Bumpers may be notched or removed.
- 7) The hook point must be made to specifications listed in the general rules with a minimum opening of 3.75" inside diameter opening for the sled hook.
- 8) The hooking point will be measured to the center of the drawbar loop.
- 9) Any type of clevis is prohibited.

Transmissions, Clutches and Flywheels

- 1) All competitors are required to have on file with Illiana Pullers Association before competing in the diesel truck class, a notarized form / statement stating competitor's flywheel and bell housing components are SFI approved. A new notarized form / statement must be on file each year before competition vehicle is allowed to compete. A form may be obtained from the Illiana Pullers Assoc. Board of Directors.
- 2) Transmissions and transfer cases are limited to a production one ton.
- 3) SFI approved steel bell housings are required on manual transmissions. If a SFI approved bell housing is not available for make of transmission then a properly attached SFI approved 4.1 or greater blanket that completely covers the bell housing is acceptable. The blanket must be attached to the block and extend rearward to the transmission with a minimum of a six inch overlap where it is fastened. The entire bell housing must be covered by the blanket.
- 4) Automatic transmissions are required to have a SFI approved flex plate.
- 5) A transmission shield that is SFI approved 4.1 or greater with a SFI approved flex plate shield and labeled accordingly. An SFI 4.1 or greater blanket is acceptable and must extend from the rear of the block to the front of the tail housing with a minimum of 6 inch overlap where it is fastened.
- 6) All non-blanket type shields must incorporate two (or one, per manufacturers 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 4.1
- 7) The flywheel, clutch and pressure plate components must be SFI approved and numbered components.
- 8) All competing vehicles utilizing an automatic transmission must be equipped with a SFI approved flex plate and covered with an SFI approved flex plate shield.
- 9) All bell housings must be flush on the inside surface.
- 10) SFI certified bell housing with Crower stand adjustment slot are acceptable.
- 11) Add four additional bolts to fasten the bell housing to block saver plate. These bolts are to be 3/8- inch grade 5 and between existing bolts on the top half of the bell housing, along with 5 evenly spaced bolts between block saver and bell housing on lower half.
- 12) Only mechanically activated clutches allowed.

13) Sequential shifters are prohibited.

14) Transmission brakes are prohibited

15) Any non-OEM floor-mounted automatic transmission shifter must be equipped with spring-loaded positive reverse lockout device to prevent shifter from accidentally being put into reverse.

16) A functional neutral safety switch is mandatory.

17) All transmission lines must be metallic or high-pressure type hose.

Engines

1) Engines must have been available as a factory option in a one-ton or smaller pick-up.

2) Blocks must circulate coolant freely. The use of concrete or other block fillers is prohibited.

3) Water pumps must be present.

4) Electric fans are permitted.

5) Alternators must be present and powered via the crankshaft.

6) Injection pumps are limited to a P7100 maximum.

7) Dual high-pressure common-rail fuel pumps or HPOPs are permitted.

8) Radiators must be in the vicinity of the stock location and be of at least stock size.

9) Diesel trucks are limited to single turbocharger. The inducer bore on the compressor housing may be no larger than 2.6" measured at the smallest diameter area of the compressor wheel. A bushing may be used to downsize the compressor housing ahead of the wheel.

10) If a bushing is used, it must be round, metallic and at least $\frac{3}{4}$ " long, mounted within .050 inch of the compressor wheel and the inside diameter of the bushing may not exceed the 2.6" limit.

Bushings must be securely fastened to the compressor housing. The inlet will be measured using a 2.650" plug or internal calipers. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than $\frac{1}{4}$ ". All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited.

11) No water injection allowed. All components related to water injection must be removed from the vehicle prior to competing.

Chassis

1) Truck must have factory frames and complete bodies

2) Truck must have all body components: fenders, hood, doors, bed. All original sheet metal in cab must be intact. The body must be an OEM truck body, no fiberglass body parts are allowed.

3) Complete headlight and taillight assemblies are mandatory and must be operative.

4) Complete OEM windshield and windows are mandatory. Windows must open and close via factory electrical or mechanical means.

- 5)A complete interior including dashboard, door panels, headliner, etc: is mandatory.
- 6)Two matching front seats or single bench is mandatory. Aftermarket seats are permitted, they must be fully upholstered.
- 7)All factory controls (lights, signals, horn, windows, wipers, etc) must be retained and be operative.
- 8)The vehicle must retain the full original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped.
- 9)Additional stabilizers are permitted.
- 10)Non-OEM power assist methods are prohibited.
- 11)The engine must be in the OEM location for make and model of vehicle. Weight box maximum width 84", not to exceed 60" forward from top center position of front axle tube.
- 12)Truck must have a factory front suspension in place.
- 13)The factory front suspension configuration must be retained.
- 14)The upper mounting point for strut assemblies must be in the factory location.
- 15)Adjustable pillow ball mounts are permitted.
- 16)The lower control arm may be strengthened provided factory mounting points to chassis are maintained.
- 17)The lower mounting point for the strut assembly may be modified for improved caster or camber.
- 18)Strut tower braces, lower tie bars, sway bars and limit straps are permitted.
- 19)Bolt on traction bars and devices are permitted.
- 20)An OEM rear suspension must be in place.
- 21)Any traction bars or devices must be bolt-on only. Welds are permitted for attachment to frame or axle housing.
- 22)The rear suspension may be bolted solid to eliminate travel.
- 23)All rear suspensions must use at least one working shock absorber per wheel.
- 24)Production (OEM) driveline up to 1 ton with an unaltered factory wheelbase and track width. Dana 70 front and Dana 80 rear axle maximum. (1 ton maximum) Hollander Interchange to be used for reference.
- 25)Front dual wheel spacers may be used only with accompanying positive-offset dually style wheels. Maximum width is 102".

Exhaust Systems

- 1)Exhaust system must run minimum of 12" vertically. Minimum height 12" above hood.
- 2)No rain caps allowed.
- 3)Turbocharged engines must have two 3/8-inch grade 5 bolts in either (or both) vertical portion, or horizontal portion of exhaust pipes. Bolts are to be installed 90 degrees of each other and within one inch of

each other.

Fuel and Fuel Containers

- 1) Fuel must be pump #1 or #2 diesel, Soy/Biodiesel. Off road diesel is prohibited.
- 2) No additives are allowed in fuel except those additives blended by the fuel manufacturer or refinery
- 3) Nitrous Oxide and other oxygen extenders as well as the use of propane is prohibited. All system components MUST be removed from the vehicle during competition.
- 4) Fuel cells are allowed.
- 5) No fuel cells in driver's compartment.

Kill Switches

- 1) Kill switch with a 2" diameter ring required. It must break power to the ignition and all electric fuel pump(s). The switch must be located approx. 12" above hitch.
- 2) Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be checked on all competing vehicles at every event.
- 3) On diesel vehicles, the kill cable must activate the air shut-off required on a diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. System to be deemed acceptable must at least prevent from building boost. It is recommended that a gasket / seal arrangement be used. To more effectively shut off airflow. Door or rain cap air shut offs (no "butterfly" type) will be required on all self-ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.

Safety

- 1) Engine must be shielded at least .060" thickness. Height to extend to bottom of cylinder head and must cover the entire length of the engine. No unnecessary holes in the firewall. Any engine driven fan must be shrouded 360 degrees.
- 2) Reverse light required at the rear of the vehicle and inside the cab. Working OEM reverse lights are acceptable.
- 3) All driveline U-joints are to be enclosed 360 degrees using 1/4" steel or 5/16" aluminum and must be a minimum of 6" wide with a maximum of 2" clearance from the U-joint. Cross members and frame rails of equal thickness will be considered shielding.
- 4) All drive shafts must also have at least one drive shaft loop 1/4" thick steel or 3/16" aluminum x 3/4" wide minimum. Any shaft longer than 36" shall require 2 loops.
- 5) Rear axle bolts must be covered by a cap or shield.
- 6) If an Illiana Pullers Association track official or tech official feel a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.
- 7) All pulling vehicles must be equipped with a minimum of 2 lb Halon type or 2½ lb dry-powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.)

8)All engines turning 4500 rpm or higher must be equipped with a harmonic balancer or dampner meeting SFI Spec 18.1

9)All balancers or dampeners must be shrouded with ¼" steel shield 1" wide and 360 degrees around the balancer. Water pumps, alternators and other engine accessories shall be considered shielding.

10)All competitors are required to wear a Snell 1985 helmet.

Tires

1)Tires must be D.O.T. legal up to 35" maximum, no cut tires or chains.

2)Rear dual wheels are allowed.

Weights

1) Maximum weight for truck and driver is 7800 lbs.

All general rules apply.

General Rules for IPA tractor divisions

1) Absolutely no passengers or riders on any competition vehicle.

2) Each competitor must be entered in their respective classes 30 minutes before the event starts prior to the event will pay double the entry fee for their class for that event.

3) No tying down competition vehicle to drawbar or drawbar support while in transport.

4) Any driver under the influence of drugs/alcohol, etc; will not be allowed to pull.

5) Anyone refusing any tech inspections will be disqualified immediately! NO REFUNDS!

6) Competitors in the specified tractor divisions will be required to have their vehicle teched and engine pumped and sealed by the tractor tech committee by the third hook attended by the vehicle. Competitors that have not had their vehicle teched or engine pumped by the third hook will have any prize monies held by the IPA until vehicle is teched and pumped. Competitors are responsible for arranging their respective vehicles to be teched and pumped with the tech committee.

7) In the event of an extended track situation the maximum length of the track will be 320'. Pull offs after the event of 320' tracks will be a floating finish. **IPA officials may waive this at the discretion of track officials. Circumstances such as weather, time, etc; shall be a determining factor in these instances.**

Penalties/Disqualifications

1) Violation of cubic inch limits, illegal fuel, hitch, wheel base or engine components shall be penalized by loss of prize money for that day and accumulated points for the year. Any other violations shall be a penalty of loss of prize money for that day and loss of 15 points.

2) Disagreements are to be taken up with the IPA board.

3) All decisions of the board are FINAL.

IPA tractor divisions

1) Absolutely no passengers or riders on any competition vehicle.

2) Each competitor must be entered in their respective classes 30 minutes before the event starts prior to the event will pay double the entry fee for their class for that event.

3) No tying down competition vehicle to drawbar or drawbar support while in transport.

4) Any driver under the influence of drugs/alcohol, etc; will not be allowed to pull.

5) Anyone refusing any tech inspections will be disqualified immediately! NO REFUNDS!

6) A laser or string and tape will measure all pulls.

7) Competitors in the specified tractor divisions will be required to have their vehicle teched and engine pumped and sealed by the tractor tech committee by the third hook attended by the vehicle. Competitors that have not had their vehicle teched or engine pumped by the third hook will have any prize monies held by the IPA until vehicle is teched and pumped. Competitors are responsible for arranging their respective vehicles to be teched and pumped with the tech committee.

8) In the event of an extended track situation the maximum length of the track will be 320'. Pull offs after the event of 320' tracks will be a floating finish. IPA officials may waive this at the discretion of track officials. Circumstances such as weather, time, etc; shall be a determining factor in these instances.

Drawbars

1) Drawbars, hitching devices and drawbar supports shall be constructed of steel.

2) Drawbars shall meet the following: drawbar to be a minimum of 2 square inches total steel material at any point. This includes the area of the pin with the pin removed. The pin will be a minimum of 7/8 inch. Drawbar must be equipped with a steel hitching device not more than 1.5 x 1.5 square, (or 1.5 round), and with an oblong shaped hole 3.75 inches long and 3 inches wide.

3) All drawbars shall be constructed so that in the event of drawbar breakage, the drawbar supports do not pull from a top link or brace above the centerline of the rear wheels of the vehicle. Any vehicle with the drawbar hold up device above the centerline of the rear wheels must have a single pin breakaway type (slide out) drawbar. The drawbar hold up device is to be within 6 inches maximum forward of hook point.

4) Drawbars are to be rigid in all directions and must have a device to support the drawbar from side to side movement a maximum of 6 inches forward of the hook point.

5) Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground with 1.5 inches, plus or minus, per foot of length, (or 10 degrees or less of the drawbar angle).

6) No portion of the vehicle may interfere with the sled, chain or hook during a pull or while being hooked or unhooked.

7) An area 5 inches wide and 12 inches high immediately above and below the drawbar must be free of all obstructions including weights, stabilizer bars and second drawbars for the ease of hooking and unhooking. Second drawbars are not required.

8) Tech officials must be able to visually inspect the drawbar area of competition vehicle.

9) Drawbars and stabilizer bars / wheelie bars are not to be connected.

10) No trick hitches, no cam type rear ends.

11) Drawbar height or distance from center of axle / center of rear wheels cannot change during pull.

Clutches and Flywheels

1) The inspection / maintenance hole in the bell housing shall not extend farther forward at its top edge than flush with the cross shaft hole nor farther downward at its bottom edge than to allow one ½ inch bolt diameter edge distance for fastening holes in both the bell housing and the inspection / maintenance hole cover. The length of the inspection / maintenance hole shall be no more than 8.5 inches, measured in a straight line, and the ends of the hole shall be smoothly and fully radiused to produce an oval shape.

2) Only mechanically activated clutches allowed.

Engines

- 1) No auxiliary internal combustion engines are allowed on board to drive pumps, accessories, etc.
- 2) A deflection shield is required on both sides of the engine in applicable classes. Shields must extend the complete length of the block casting and be securely fastened. Shields must extend from sheet metal (hood) to 2 inches below bottom center of crankshaft throw and be securely fastened. Shields may extend beyond or cover starter or fuel pump. Shields shall be constructed of aluminum or steel a minimum of 0.060 inch thick or safety blanket material. Shields must be solid – motor mounts, filters, fuel injection pumps, steering rods, etc cannot serve as part of shield. Solid frame rails with no holes can serve as part or the entire shield, providing it covers required areas of block casting. It is recommended that a quick release fastener be used. Use of bolts, nuts, screws, and locks are discouraged, (Reason: ease of access in emergency – fire, run-off, etc). Any competition vehicle with that requires tools for the removal of side shields must be equipped with an on-board fire control system. System must place one nozzle on each side of engine, inside the engine compartment. Not to be attached to the sheet metal.
- 3) A metal deflection shield between driver and engine from top of the hood to top of torque tube or transmission housing or clutch housing from side shield to side shield is required. No holes except for controls. Holes not to exceed ½ inch larger than control.
- 4) Shielding on all V or Y type engines must extend from the base of the head or the upper most point of piston travel to 2 inches below bottom center of crankshaft throw and be securely fastened.
- 5) Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.
- 6) All engine crankcase venting (blow by tubes) must be vented below the heads of that engine and extended down to the engine pan. All blow by tubes must exit forward of rear tires.
- 7) All competing vehicles must be equipped with a dead-man throttle. All throttles in a forward-rearward direction shall be closed in the rearmost position. No hydraulic throttle linkage allowed. Must be positive, two-way mechanical linkage.
- 8) All diesel engines will have a visible return to idle spring.
- 9) A bolt in the crankshaft to hold damper pulley is required.
- 10) All engine driven fans must be shrouded with 1/16 inch steel or thicker, 360 degrees. Electric fans excluded.

Exhaust Systems

- 1) All exhaust systems must discharge vertically. The height to be a minimum of one foot (12 inches) above the bend of the pipe which discharges vertically measured from the top of the pipe to bottom of bend. Vertical is defined as being within 10 degrees (with 5 degrees variance), in any direction of being plumb. Unless otherwise noted in division rules.
- 2) All exhaust pipes must be securely attached.
- 3) Rain caps cannot be used.
- 4) Turbocharged engines must have two 3/8-inch grade 5 bolts in either (or both) vertical portion, or horizontal portion of exhaust pipes. Bolts are to be installed 90 degrees of each other and within one inch of each other.

Fuel and Fuel Containers

- 1) All forms of nitro methane including nitrous oxide and propylene are illegal as a fuel or fuel additive for pulling. Legal fuels are alcohol, water, diesel fuel, and gasoline. No oxygen carrier or combustion accelerators are allowed. Methanol alcohol is a clear, colorless liquid with a mild odor at ambient temperatures. No additives are allowed in any fuel except those additives blended by the fuel manufacturer or refinery. Fuels may be checked by tech official at any event at any time.
- 2) All vehicles will be subject to fuel testing based on the IPA discretion.
- 3) No pressurized fuels allowed unless otherwise specified in class.

Kill Switches

- 1) All competing vehicles with spark ignition must use a waterproof, dust proof tether type safety switch as an ignition kill switch and it must be in working order at all times. All diesel competing vehicles must have an

air shut-off in working at order at all times.

2) On a spark ignition vehicle, the kill switch must break or ground the ignition circuit. Spark ignition vehicles with electric fuel pump(s), the kill switch must also break current to the fuel pump(s).

3) On a diesel tractor, the kill cable must activate the air shut-off required on a diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. System to be deemed acceptable must at least prevent from building boost. It is recommended that a gasket / seal arrangement be used. To more effectively shut off airflow. Door or rain cap air shut offs (no "butterfly" type) will be required on all self-ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.

4) Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be check on all competing vehicles at every event.

5) All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.

6) The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.

7) The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.

8) Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.

9) Kill switch ring must be secured with a single nylon tie wrap (1/8 inch). The tie wrap must be broken for a re-pull. Competitors will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.

10) If vehicle has kill switch or shut-off located in a legal position, and during the pull it is pulled and the nylon strap is broken, and the presiding judge inspects and finds switch

11) Diesel engines must have a fuel Dump valve and control within easy reach of driver. All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake, which can be utilized from the seat.

Safety

1) If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

2) All pulling vehicles must be equipped with a minimum of 2 lb Halon type of 2½ lb dry-powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.

3) All competitors, unless noted otherwise in specific class rules, must wear full-length pants, leather shoes and full shirts with sleeves.

4) Driver must wear an approved safety helmet.

5) Driver must wear a secure seat belt

6) No pit racing-5 mph maximum in pit area.

7) No competition vehicle is to be left running unattended with out a capable operator available. Any competition vehicle that is left running unattended will be disqualified for that event

8) Each competing vehicle must have a working parking brake or a brake "line-lock" that, maintains hydraulic pressure to the brakes while an operator is not attending a vehicle. The IPA board strongly recommends that all vehicles be in park or have the "line-lock" applied anytime that a vehicle is not in competition.

9) All pulling vehicles must be equipped with a starter interrupter switch on the gearshift or clutch switch, which will allow starter engagement only in neutral position or clutch disengaged

10) All pullers will have fire protection equipment and helmets specified by division rules, on any time while on the track and driver is on the pulling vehicle, or the puller will be disqualified.

11) Each member of the competitor's crew must be properly attired when present in the staging or in the competition area. Shoes are mandatory. Tank tops, bare torsos or muscle shirts are not acceptable in the staging or competition.

12) No tarp straps will be allowed for any use on pulling vehicles.

13) All vehicles carrying on board start batteries must have a quick disconnect method.

Stabilizer Bars

- 1) Stabilizer bars are required. The drawbar assembly will not in any way be attached to the stabilizer bar assembly.
- 2) The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground. Pad must not be more than 10 inches off the ground at 32-inch point and be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square with a minimum of 20 inches allowed from outside of one pad to the other. No crossbars between stabilizer bars allowed behind point of hook.
- 3) In addition to the stabilizer bars, there must be a brace that extends vertically 12 inches from the rear most tip of the skid pads. There must be a support brace extending inward to frame, axle or top of stabilizer bar arms. Materials used must be of minimum strength of materials used for stabilizer bars. Design and material must withstand severe impact of sled. Vertical brace should extend rearward a minimum of 2 inches from the radius of the tire.

Weights

- 1) It is **STRONGLY** recommended that all vehicles have a front hitch attached to the vehicle that is capable of supporting the weight of the front of the vehicle. It must be the furthest most point on the vehicle and be centrally located. The hitch must have a minimum of a 3" diameter hole to allow for the 3 point mounted hitches on the movers to manipulate the competing vehicles. No weights are to be positioned next to the hitch in a way that may restrict the turning radius of the movers once they have picked up the front of the vehicle
- 2) Weights must be securely fastened and no transfer of weight while vehicle is moving will be allowed.
- 3) Weights must not extend rearward beyond rear tires.
- 4) Any weight lost while hooked to the sled and under the green flag will be cause for disqualification. If weight touches the ground although they may still be attached to the pulling vehicle, pull will be disqualified (internal breakage excepted).
- 5) No liquid or powdered substance allowed for weight purposes.
- 6) Weights must not interfere with the kill switch, drawbar or chain.
- 7) The area 5 inches wide and 12 inches high immediately above and behind the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking. No tarp straps will be allowed to secure weights.

Penalties/Disqualifications

- 1) Violation of cubic inch limits, illegal fuel, hitch, wheel base or engine components shall be penalized by loss of prize money for that day and accumulated points for the year. Any other violations shall be a penalty of loss of prize money for that day and loss of 15 points.
- 2) Disagreements are to be taken up with the IPA board.
- 3) All decisions of the board are FINAL.

Protest Rule

- 1) Any competitor wanting to protest another vehicle in the class for an alleged rule violation shall submit the following monies in cash in order to protest:
 - a. Fuel Pull \$100. Protestor paying for actual test and specific chemical being looked for.
 - b. Pump for C.I. \$500
 - c. Engine teardown \$1000.00
 - d. Body Chassis Inspection (with specific notation of infraction being looked for) \$ 200.00
- 2) IPA will retain %20 of total protest monies with the balance to be paid accordingly.
- 3) Protestor must be a contestant in the same class as the vehicle being protested. All protests must be made to a board member no later than 15 minutes after the class is over. Protest must be made in writing and must specify what protest is for. If the vehicle is found to be illegal, protestor will be refunded his/her money minus the IPA percentage and the vehicle being protested will be disqualified. If the vehicle is found to be legal, the owner of the vehicle shall receive all monies submitted minus the IPA percentage. The IPA board will determine eligibility of the protest.

Naturally Aspirated Tractor

Drawbars

1) Drawbars shall meet the following: drawbar to be a minimum of 2 square inches total steel material at any point. This includes the area of the pin with the pin removed. The pin will be a minimum of 7/8 inch. Drawbar must be equipped with a steel hitching device not more than 1.5 x 1.5 square, (or 1.5 round), and with an oblong shaped hole 3.75 inches long and 3 inches wide.

2) No drawbar support tubes attached above the centerline of the rear axle, unless using the stock drawbar support for that make and model. Absolutely no drawbar supports designed to pull only from, or to be attached only to a point above the centerline of the rear axle.

3) Drawbar maximum height 20"

4) Drawbar to be no shorter than 18"

Engines

1) Each competing vehicle must have a working RPM pick up on their vehicle. The pick up must be wired uninterrupted to a common 3 prong household electrical receptacle that is to be mounted on the back of the vehicle directly above the drawbar area. The pick up MUST be in working order during competition. If a competitor's pick up does not work at an event, a competitor may be hand tached immediately after leaving the track after a competitive pass. A competitor must be tached trackside. If a competing vehicle leaves the track area before being tached, the vehicle will be disqualified.

2) If a competitor's pick up does not work at an event, they have until the next event to repair the problem. A competitor will not will not be eligible to compete 2 event entries in a row with out a working pick up.

3) Engine must be stock block or factory replacement for that make or model.

4) Tractors are limited to 700 cubic inches.

5) Engine RPM is limited to 10% over the factory rated RPM up to 3000 rpm maximum RPM. Engine RPM will be determined by the A & W Dyno Book.

6) All tractors are to be naturally aspirated. No turbochargers, superchargers or add on injection.

7) No air-cooling agents.

8) P series injection pumps are allowed. P7100 maximum.

9) No aluminum or aftermarket heads are allowed

10) Engine must be stock appearing for that make and model of tractor.

Chassis

1) Tractors are to be stock appearing.

2) All housings must be stock appearing for that make and model of tractor.

3) Must run OEM axles and axle housings for that make and model of tractor. Modifications of stock housings are acceptable for the fabrication of external brakes. Fabrication should be suitable for weight and speed of

vehicle being entered in the class.

4) Fabricated steering axles are acceptable within OEM wheel base limits per make and model of tractor being entered per IPA board and tech committee approval. Fabrication should be suitable for weight and speed of vehicle being entered in the class.

5) Fenders are required.

Exhaust Systems

1) Exhaust must exit vertically with no rain caps.

Fuel and Fuel Containers

1) No nitrous oxide, oxygen or nitro methane.

2) Tractors must run on diesel.

3) No water or alcohol injection.

Kill Switches

1) All diesel competing vehicles must have an air shut-off or fuel shut off in working at order at all times.

2) On a diesel tractor, the kill cable must activate the air shut-off or fuel shut off required on a diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. It is recommended that a gasket / seal arrangement be used to more effectively shut off air flow. Door or rain cap air shut offs (no "butterfly" type) will be required on all self ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.

3) Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be checked on all competing vehicles at every event.

4) All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.

5) The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.

6) The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.

7) Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.

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

9) Diesel engines must have a fuel shut-off valve control within easy reach of driver (your normal fuel shut-off on diesel pump). All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake, which can be utilized from the tractor seat.

Stabilizer Bars

1) Stabilizer bars are required. The drawbar assembly will not in any way be attached to the stabilizer bar assembly.

2)The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground. Pad must not be more than 10 inches off the ground at 32-inch point and be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square with a minimum of 20 inches allowed from outside of one pad to the other. No crossbars between stabilizer bars allowed behind point of hook.

Safety

1)Any engine driven fan must be shrouded 360 degrees.

2)If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

3)A scatter blanket is not required but is **STRONGLY RECOMMENDED**

4)All pulling vehicles must be equipped with a minimum of 2 lb Halon type or 2½ lb dry- powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator

Tires

1)Maximum size is 18.4-38. No duals, chains or four-wheel drives.

2)Cut tires allowed

Weights

1)Maximum weight for tractor and driver is 12,000 lbs.

2)Weights must be safely secured and must not extend rearward beyond rear tires. No weight frame may extend more than 24" beyond the furthest point of the front of the tractor.

All general rules apply where applicable.

Pro Farm Tractors

Drawbars

1)Drawbars shall meet the following: drawbar to be a minimum of 2 square inches total steel material at any point. This includes the area of the pin with the pin removed. The pin will be a minimum of 7/8 inch. Drawbar must be equipped with a steel hitching device not more than 1.5 x 1.5 square, (or 1.5 round), and with an oblong shaped hole 3.75 inches long and 3 inches wide.

2)No drawbar support tubes attached above the centerline of the rear axle, unless using the stock drawbar support for that make and model. Absolutely no drawbar supports designed to pull only from, or to be attached only to a point above the centerline of the rear axle.

3)Drawbar maximum height 20"

4)Drawbar to be no shorter than 18"

Clutches and Flywheels

1)SFI approved clutches and flywheels are required.

Engines

1)Each competing vehicle must have a working RPM pick up on their vehicle. The cord must be wired uninterrupted to the rear of the vehicle and is to be mounted on the back of the vehicle directly above the drawbar area. The cord must be visible from the point of pick up to the rear of the vehicle. The cord must run outside of transmission blanket and all sheet metal. The cord must have a factory female end at the plug end. The pick up MUST be in working order during competition. If a competitor's pick up does not work at an event, a competitor may be hand tached immediately after leaving the track after a competitive pass. A competitor must be tached trackside. If a competing vehicle leaves the track area before being tached, the vehicle will be disqualified.

2)If a competitor's pick up does not work at an event, they have until the next event to repair the problem. A competitor will not will not be eligible to compete 2 event entries in a row

3)Engine must be stock appearing for that make and model of tractor.

4)Engine must have standard block and crankcase (or manufacturers replacement) for make and model being entered. Chassis must conform to engine being entered, no visible engine modifications.

Any Cast or Manufactured cylinder head will be accepted. Cylinder head must retain OEM width and length for the engine application. Valves must retain OEM angle for engine application. Cylinder head must retain OEM bolt pastern for exhaust manifold and intake manifold.

5)Intake and exhaust manifolds must be O.E.M.

6)No external modifications of block allowed, other than for injection pump mounting.

7)P series pump will be allowed. P7100 maximum. Vehicles utilizing a P series pump larger than P7100 shall be limited to 100% factory rated RPM. Intake manifold modification on V8 cat engine will be allowed to mount p series pump. Electric fuel pumps are allowed.

9)Pro Farm tractors are limited to a single turbo charger bolting to factory exhaust manifold.

A. The turbocharger is limited to a 3" inlet on the compressor side. The turbo charger is limited to a single 3 inch inlet on compressor side. A single .250 MAP groove will be allowed. Compressor wheel must protrude into 3.00 inch bore opening at least .125 measured at the face of the wheel. All provisions allowing air to the wheel other than via the bore and map groove are prohibited

B Turbocharger must be reviewed by tech committee before competition season. If in season driver must notify tech committee prior to competing that day. No prize money or point to be awarded until inspection of turbocharger is completed. If found illegal the board of directors may penalize at their discession.

10) Pro Farm tractors are limited to the following RPM limits:

- a. UP to 466 c.i. 3500
- b. 466-640 c.i. 3000
- c. 640 c.i. plus 100% factory rated RPM. (A&W dyno book.) or a minimum of 2500 rpm

11)An allowance of (1) RPM is allowed. A competitor is disqualified for any other infraction of the RPM limits. No entry fee or prize money will be refunded. Prize monies will go the IPA.

12)Intercoolers/icebox allowed on engines. H2O is the only contents allowed to be used in competition.

Chassis

- 1) Tractors are to be stock appearing.
- 2) Sheet metal upgrades allowed only by the consent and approval of the IPA Board. NO EXCEPTIONS!
- 3) Chassis must conform to engine being entered. Chassis includes clutch, transmission and differential housing. Original hood and grill must be in place. Maximum wheelbase of 114 inches unless originally produced with longer wheelbase, then must remain stock length. Maximum length 13 feet from the center of rear wheel to forward most portion. Alterations to chassis directly above the hook point will be allowed to accommodate minimum 18" drawbar length rule (from center of rear wheels to the hook point)..
- 4) Competitors must run a SFI approved roll cage in Pro Farm. Competitors using a roll cage must wear a NTPA/ITPA harness, helmet, fire suit, and neck collar.
 - a) All competitors are required to utilize a 5 point driver restraint harness and driver seat mounted to the roll cage structure independent of the tractor chassis. The 5 point driver restraint harness must be a quick release design and be securely fastened during competition.
- 5) A reverse safety light system is required all competition vehicles. A white light automotive quality minimum 2 inches in diameter, must be mounted directly above or below the safety kill switch at the rear of the vehicle. A light in the driver's compartment must be operated off the same system. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse.
- 6) The IPA board must approve any non-factory front end.
- 7) Must have an approved seat and stock appearing fenders.
- 8) All tractors must either run safety tie bars mounted to rear axle housing with at least four axle housing bolts and extending forward to flywheel area and fastened to side of block or main frame with at least two 5/8 inch bolts, or a one piece frame extending from front of tractor to rear axle housing mounting bolts. Tie bars or frame must be sufficient strength to support weight of tractor with the bolts removed.
- 9) All tractors that utilize a tube ladder type frames must be covered on the outside with steel or aluminum 0.060 thick.

Exhaust Systems

- 1) Exhaust pipe must have 2 - 3/8" grade 5 bolts in vertical portion of exhaust pipe. Bolts are to be installed 90 degrees to each other, within one inch of each other. Minimum height 12" above hood. No rain caps allowed.

Fuel and Fuel Containers

- 1) No nitrous oxide, oxygen or nitro methane.
- 2) Diesel fuel only.
- 3) Water injection allowed. Water will be subject to random testing.

Kill Switches

- 1) All diesel competing vehicles must have an air shut-off in working at order at all times.
- 2) On a diesel tractor, the kill cable must activate the air shut-off required on a diesel engine. A cable may be

used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. System to be deemed acceptable must at least prevent from building boost. It is recommended that a gasket / seal arrangement be used. To more effectively shut off airflow. Door or rain cap air shut offs (no "butterfly" type) will be required on all self-ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.

3)Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be check on all competing vehicles at every event.

4)All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.

5)The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.

6)The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8-inch cross-sectional thickness. The cable from the sled will be attached to this ring.

7)Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.

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

9)Diesel engines must have a fuel shut-off valve control within easy reach of driver (your normal fuel shut-off on diesel pump). All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake, which can be utilized from the tractor seat.

Stabilizer Bars

1)Stabilizer bars are required. The drawbar assembly will not in any way be attached to the stabilizer bar assembly.

2)The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground. Pad must not be more than 10 inches off the ground at 32-inch point and be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square with a minimum of 20 inches allowed from outside of one pad to the other. No crossbars between stabilizer bars allowed behind point of hook.

Safety

1)Any engine driven fan must be shrouded 360 degrees.

2)No foot throttles allowed. Dead man throttles are mandatory.

3)If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

4)An SFI approved safety blanket is required.

5)All pulling vehicles must be equipped with a minimum of 2 lb Halon type or 2½ lb dry- powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.

6)All drivers must wear helmets that meet or exceed Snell 2000 rating or must meet SFI specification 41.2.

No modifications or alterations of the helmet are allowed. All chinstraps must be fastened. Helmets with fire retardant lining and a flame retardant neck shirt allowed. If you use a helmet with a fire retardant lining and flame retardant neck skirt, no head sock is required. Once a helmet has suffered a severe impact, it must be replaced or sent to manufacturer for re-inspection.

Tires

1)18.4x42 or 20.8x38

2)Cut tires allowed.

Weights

1)Maximum weight for tractor and driver is 11,000 lbs.

2)Weights must be safely secured and must not extend rearward beyond rear tires. No weight frame may extend more than 24" beyond the furthest point of the front of the tractor.

All general rules apply where applicable.

Light Super Stock Rules

Eligibility of Contestant

1)All competitors are required to have on file with Illiana Pullers Association before competing in the 6000 Light Super Stock class a notarized form / statement stating competitor's clutch, flywheel and bell housing components are SFI approved and competitor's roll cage meets SFI specification 47.1 or 47.2. A new notarized form / statement must be on file each year before competition vehicle is allowed to compete. A form may be obtained from the Illiana Pullers Assoc. Board of Directors. A current year Outlaw's Truck and Tractor Pulling Association or Illinois Tractor Pullers Association notarized statement will be accepted. Current year NTPA clutch certification paperwork along with either an NTPA roll cage certification paperwork or Illinois Tractor Pullers Association roll cage certification will be accepted.

2)Light Super Stock entries shall compete at the following weights:

a.6200#-components

b.6500#-ag tractors

General Rules

1)All competitors are required to utilize a 5 point driver restraint harness and driver seat mounted to the roll cage structure independent of the tractor chassis. The 5 point driver restraint harness must be a quick release design and be securely fastened during competition.

2)All competing vehicles must be equipped with working rear wheel brakes.

Drawbars

1)All drawbars shall be constructed so that in the event of drawbar breakage, the drawbar supports do not pull from a top link or brace above the centerline of the rear wheels of the vehicle. Any vehicle with the drawbar hold up device above the centerline of the rear wheels must have a single pin breakaway type (slide out) drawbar. The drawbar hold up device is to be within 6 inches maximum forward of hook point.

2) Drawbars cannot be shorter than 18 inches. A drawbar, which has provisions to be made shorter than legal length, is not acceptable as a legal drawbar.

3) Drawbar height is not to exceed 20 inches.

Clutches and Flywheels

1) Competition vehicle is required to use an SFI SPEC 1.1 or SFI 1.2 steel plate or steel billet flywheel. NTPA stamped flywheels are acceptable. The flywheels must be made of steel with the following mechanical properties; tensile strength of 60,000 psi, yield strength of 40,000 psi. If an aluminum flywheel is used it must be SFI SPEC 1.1.

2) Positively no gray cast metal allowed in any flywheel and clutch component.

3) Competition vehicle is required to have an SFI SPEC 4.2 bell-housing blanket (an expired renewal date on an SFI SPEC 4.2 bell housing blanket will be accepted).

4) Bell housing blanket must meet the following construction criteria; 17 inches wide and long enough to wrap around the bell housing with at least 6 inches overlap, secured with six 2 inch wide nylon web straps with a steel D-ring on one end and sewn the length of the blanket (except for the overlap area) and long enough to pass back through steel D-ring and be tied in a saddle cinch along with four 2 inch nylon web retaining straps each at the front and back of the blanket.

5) Bell housing blanket straps are to be fastened forward and rear of the clutch / flywheel assembly. All straps must be securely fastened and the blanket must be secure against the rear face of the engine block.

6) The flywheel, clutch and pressure plate components must be SFI approved and numbered components. Other than a product of an SFI-approved manufacturer are exempt from certification as long as they are NTPA stamped.

7) No lightening holes allowed on the transmission face of the bell housing. One cooling hole allowed, maximum 2 inches in diameter on the face of the bell housing.

8) Bell housing may not be welded or repaired in the explosion area of the bell housing.

9) No chemical milling.

10) The inspection / maintenance hole in the bell housing shall not extend farther forward at its top edge than flush with the cross shaft hole nor farther downward at its bottom edge than to allow one ½ inch bolt diameter edge distance for fastening holes in both the bell housing and the inspection / maintenance hole cover. The length of the inspection / maintenance hole shall be no more than 8.5 inches, measured in a straight line, and the ends of the hole shall be smoothly and full radius to produce an oval shape.

11) There shall be twelve 5/16-inch grade 5 or better cap screws securing the cover to the bell housing. The cover must have a plate or fillet that fits flush inside of the housing. The cover and fillet must be steel. The fillet must be welded to the cover and all bolts must be flush to the inside.

12) There must be five bolts used to secure the transmission to the bell housing, 3/8-inch minimum diameter or four ½ inch bolts.

13) All bell housings must be flush on the inside surface.

14) SFI certified bell housing with Crower stand adjustment slot are acceptable.

15) Add four additional bolts to fasten the bell housing to block saver plate. These bolts are to be 3/8-inch grade 5 and between existing bolts on the top half of the bell housing, along with 5 evenly spaced bolts between block saver and bell housing on lower half.

16) Only mechanically activated clutches allowed.

Engines

1) A legal Super Stock entry shall consist of a 2wd tractor OEM block or the OEM designated replacement block for the make of vehicle being entered.

2) An engine upgrade will be allowed. Engine upgrade must be of the same manufacturer of chassis and sheet metal. (I.e. no John Deere engine in an International chassis) The board of directors will determine a legal entry for an engine upgrade.

3) 505 cubic inch limit.

4) Super Stocks are limited to (3) pressure stages, with maximum of (4) turbochargers.

5) The following formula will be used for calculating cubic inch displacement on any piston type engine: $.785 \times \text{stroke} \times \text{bore} \times \text{bore} \times \text{number of cylinders}$.

a. NOTE: A 1% wear factor will be allowed for engine maintenance/wear.

6) Only two parallel valves per cylinder must be parallel with each other and parallel within 15 degrees of cylinder wall. OEM canted valves allowed.

7) No overhead cams allowed.

8) Only Cast type OEM hemi style heads allowed. A legal entry is to be determined by the IPA board of directors.

9) All turbochargers not under the hood must be completely shrouded, except for inlet and exhaust pipes with a minimum 0.060-inch steel. Turbochargers under fiberglass hoods must be completely shrouded with 0.060 inch metal under the area of the fiberglass, except for inlet and exhaust pipes.

10) The tubing on the pressure side of a turbocharger to the intake must be under the hood or side shields or be bolted or strapped securely.

11) The OEM engine cannot be modified externally in any way except for normal repair or for mounting of fuel injection pumps.

12) An external hold down device is allowed to hold head to block. This device connects top of head to bottom of block, and must remain behind side shields.

13) All engines must be secured and held rigid to OEM chassis.

14) Engines cannot move independent of rear end / transmission housing.

15) No auxiliary internal combustion engines are allowed on board to drive pumps, accessories, etc.

16) If Illiana Pullers Association Board of Directors doubts the legality of an entry, contestant must verify 150 units of the tractor in question have been manufactured. A notarized statement from the manufacture is required stating part numbers to prove legality of entry.

17) No computer controlled electronic fuel injection systems allowed.

18) Computer-controlled electronic diesel fuel injection allowed, (only on diesel tractors).

19) Intercoolers are only allowed to use if a single non-slotted 3x4 turbocharger is used. (i.e. Light Limited

Super)

20)A deflection shield is required on both sides of the engine. Shields must extend the complete length of the block casting and be securely fastened. Shields must extend from sheet metal (hood) to 2 inches below bottom center of crankshaft throw and be securely fastened. Shields may extend beyond or cover starter or fuel pump. Shields shall be constructed of aluminum or steel a minimum of 0.060 inch thick or safety blanket material. Shields must be solid – motor mounts, filters, fuel injection pumps, steering rods, etc cannot serve as part of shield. Solid frame rails with no holes can serve as part or all of the shield, providing it covers required areas of block casting. It is recommended that a quick release fastener be used. Use of bolts, nuts, screws, locks are discouraged, (Reason: ease of access in emergency – fire, run-off, etc). Any competition vehicle with that requires tools for the removal of side shields must be equipped with an on-board fire control system. System must place one nozzle on each side of engine, inside the engine compartment. Not to be attached to the sheet metal.

21)A metal deflection shield between driver and engine from top of the hood to top of torque tube or transmission housing or clutch housing from side shield to side shield is required. No holes except for controls. Holes not to exceed ½ inch larger than control.

22)Shielding on all V or Y type engines must extend from the base of the head or the upper most point of piston travel to 2 inches below bottom center of crankshaft throw and be securely fastened.

23)Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.

24)All tractors are required to shield all rotating mass mounted to front of crankshaft 360 degrees from front of engine block to one inch in front of the rotating mass. Shield to be from frame rail to frame rail by a minimum of 0.125 inch steel or aluminum and fastened to the frame on each side by a minimum of two evenly spaced bolts 3/8 inch grade 5 minimum. The remainder of the 360-degree shield will be the side shields and hood shielding. Note: Shield may be notched to allow belt to pass through and beneath the frame to drive fuel or oil pump.

25)All engine crankcase venting (blow by tubes) must be vented below the heads of that engine and extended down to the engine pan. All blow by tubes must exit forward of rear tires.

26)All competing vehicles must be equipped with a dead-man throttle. All throttles in a forward-rearward direction shall be closed in the rearmost position. No hydraulic throttle linkage allowed. Must be positive, two-way mechanical linkage.

27)All diesel engines will have a visible return to idle spring on fuel injection pump throttle arm.

28)A bolt in the crankshaft to hold damper pulley is required.

29)All engine driven fans must be shrouded with 1/16 inch steel or thicker, 360 degrees. Electric fans excluded.

30)Turbocharged engines are required to have one (1) cable that must surround the engine block and head. This cable must be placed between first and second cylinder through the exhaust manifold port area. Cable must be a minimum of 3/8 inch thickness. Cable must have a minimum of two (2) clamps at the splice. Cables must have approximately 4 inches of slack.

31)All diesel engines are required to install a three (3) way dump valve (manual) ahead of the injection pump to be operated from the dash panel.

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

33)All fuel lines to be steel braided or high pressure reinforced rubber. No plastic tubing allowed.

Chassis

1)Chassis must consist of OEM block or OEM designated replacement for make of tractor being entered. Block must remain in stock location and still maintain stock appearance for make & model sheet metal being entered. Vehicle being entered that feature an engine upgrade will be deemed legal by the board of directors.

2)The stock transmission housing or manufacturer's replacement and the stock final drive housing or manufacturer's replacement. The clutch housing, transmission case, rear end housing and axle housings must be OEM. No aluminum replacements.

3)Allow tractors with cast tub (belly type) frame (i.e. Oliver, CockShutt, White) to remove complete frame from front of transmission housing.

4)Any alteration to the chassis shell must have written approval of the Illiana Pullers Association's Board of Directors.

5)The tractor chassis and frame must remain stock from the rear of the engine block to the rear of the tractor on all tractors.

6)The OEM engine cannot be modified externally in any way except for normal repair or for mounting of fuel injection pumps.

7)Must have wide front-end axles. Front wheels shall track within the rear wheels.

8)The OEM engine cannot be modified externally in any way except for normal repair or for mounting of fuel injection pumps.

9)The clutch housing, transmission case, rear end housing and axle housings must be OEM. No aluminum replacements.

10)Hood and grill must be in place as intended by the manufacturer.

11)Sheet metal to be stock length and in stock location. Criteria to be to maintain original appearance.

12)Upgrading of sheet metal allowed to OEM dimensions and style, subject to the Board of Directors approval.

13)Maximum wheelbase of 114 inches unless originally produced with longer wheelbase, then must remain stock length.

14)Maximum length 13 feet from the center of rear wheel to forward most portion.

15)All tractors must either run safety tie bars mounted to rear axle housing with at least four axle housing bolts and extending forward to flywheel area and fastened to side of block or main frame with at least two 5/8 inch bolts, or a one piece frame extending from front of tractor to rear axle housing mounting bolts. Tie bars or frame must be sufficient strength to support weight of tractor with the bolts removed.

16)All safety blankets must be on the inside of tie bar and the tie bar must be fastened forward of the rear of the engine block.

17)All tractors that utilize a tube ladder type frames must be covered on the outside with steel or aluminum 0.060 thick.

18)The Illiana Pullers Association will allow component tractors to compete in Light Super Stock under the following criteria:

19)Must install an aftermarket frame with an SFI-6.2 or 6.3 bellhousing to replace the original clutch housing. Must also install an aftermarket transmission and rearend to replace the original equipment transmission and rearend/final drive housing. No cast iron Ag-type transmission or rearend components allowed. After

market transmission and rear end components must be approved by the IPA board.

20) Primary (and secondary, if used) drawbar and rollcage, with five-point restraint harness, must be part of the aftermarket frame structure.

21) Engine upgrade rule applies to component tractors as it does to ag tractors.

22) Engine location on component Super Stock tractors:

23) Centerline of the crankshaft may not be below the centerline of rear axle and must be parallel within two degrees in relationship to the ground. (Two degrees equals 7/16th-inch per foot. This equals approximately four inches of fall from center of rear axle to the 114-inch wheelbase point. This is to be measured with tire, hitch and weight in ready pull position.)

24) 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 engine block.

25) Crankshaft centerline to be between top and bottom rail of frame. Bottom of frame rail may be no more than six inches below centerline of crankshaft from rear of engine block forward.

26) Component tractors are allowed to use any agricultural type engine that conforms to engine upgrade criteria for ag type tractors and cubic inch limits.

27) Appearance to remain stock of given brand and model

28) All drive train, 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 1/4 -inch of end of driveline shall be visible with driveline shielding in place.

29) Maximum wheelbase of 114 inches unless originally produced with longer wheelbase, then must remain stock length with maximum length 13 feet from the center of rear wheel to forward most position

30) It is **STRONGLY** recommended that all tractors have a tow hitch on the front of the vehicle. The hitch can extend a maximum of 6 inches ahead of the furthest front portion of the vehicle, (hitch will not be counted in length when measuring vehicle). The hitch must have a 3-inch diameter hole, preferably positioned horizontally and strong enough to push or pull vehicle at its heaviest weight. The device should be used for no other purpose.

Exhaust Systems

1) All exhaust systems must discharge vertically. The height to be a minimum of one foot (12 inches) above the bend of the pipe which discharges vertically measured from the top of the pipe to bottom of bend. Vertical is defined as being within 10 degrees (with 5 degrees variance), in any direction of being plumb.

2) All exhaust pipes must be securely attached.

3) Rain caps cannot be used.

4) No megaphone pipes allowed.

5) Venturi type headers acceptable.

6) Turbocharged engines must have two 3/8 inch grade 5 bolts in either (or both) vertical portion, or horizontal portion of exhaust pipes. Bolts are to be installed 90 degrees of each other and within one inch of each other.

Fuel and Fuel Containers

1)All forms of nitro methane including nitrous oxide and propylene are illegal as a fuel or fuel additive for pulling. Legal fuels are alcohol, water, diesel fuel, and gasoline or propane gas. No oxygen carrier or combustion accelerators are allowed. Methanol alcohol is a clear, colorless liquid with a mild odor at ambient temperatures. No additives are allowed in diesel fuel except those additives blended by the fuel manufacturer or refinery. Fuels may be checked by tech official at any event at any time.

2)No pressurized fuels allowed except in U.L. approved pressure tanks. No oxygen allowed.

3)No electronic fuel injectors or metering devices allowed.

Kill Switches

1)All competing vehicles with spark ignition must use a waterproof, dust proof tether type safety switch as an ignition kill switch and it must be in working order at all times. All diesel competing vehicles must have an air shut-off in working order at all times.

2)On a spark ignition tractor, the kill switch must break or ground the ignition circuit. Spark ignition tractors with electric fuel pump(s), the kill switch must also break current to the fuel pump(s).

3)On a diesel tractor, the kill cable must activate the air shut-off required on a diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. System to be deemed acceptable must at least prevent from building boost. It is recommended that a gasket / seal arrangement be used. To more effectively shut off air flow. Door or rain cap air shut offs (no "butterfly" type) will be required on all self-ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.

4)Kill switches on spark ignition tractors must be checked with engine running.

5)Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be check on all competing vehicles at every event.

6)All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.

7)The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.

8)The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.

9)Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.

10)Kill switch ring must be secured with a single nylon tie wrap (1/8 inch). The tie wrap must be broken for a re-pull. Competitors will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.

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

12)Diesel and fuel injected engines must have a fuel shut-off valve control within easy reach of driver (your normal fuel shut-off on diesel pump). All diesel engines must be equipped with an emergency shutdown air

shut-off at the air intake, which can be utilized from the tractor seat. Fuel injected ignition engines, fuel shut-offs to be located between fuel pump and injection nozzle.

13)The use of OHM meters and buzz boxes allowed, however, if there is any doubt of whether the device is hooked up properly or the person using the device is not 100 percent certain of the reading he receives, the pulling vehicle will be started to check the kill switch.

Safety

1)If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

2)All drivers are required to wear a fire suit that meets SFI specification 3.2A-1.

3)All drivers must wear helmets that meet or exceed Snell 2000 rating or must meet SFI specification 41.2. No modifications or alterations of the helmet are allowed. All chinstraps must be fastened. Helmets with fire retardant lining and a flame retardant neck shirt allowed. If you use a helmet with a fire retardant lining and flame retardant neck skirt, no head sock is required. Once a helmet has suffered a severe impact, it must be replaced or sent to manufacturer for re-inspection.

4)All drivers are required to wear a full 360-degree neck collar meeting SFI specification 3.3 or a Hahn's device.

5)Flame retardant underwear is highly recommended with the use of any protective clothing.

6)A capable operator must be in the driver seat while vehicle is running.

7)All pulling vehicles must be equipped with a starter interrupter switch on the gearshift, which will allow starter engagement only in neutral position.

8)All pullers will have fire protection equipment and helmets on any time while on the track and driver are on the pulling vehicle, or the puller will be disqualified.

9)All drivers must wear full fire protection including full-face helmets with shield, head sock, fire gloves, fire shoes and SFI certified fire suites. It is recommended that the face shield be in the down position during competition.

10)Head socks / neck skirts must be inside of driving suit. Nothing exposed while competitor is sitting in seat ready to compete.

11)All vehicles must utilize a roll cage that meets SFI specification 47.2 along with a 5-point quick release harness and driver seat mounted to the roll cage structure. Failure to use 5 point release harness while competing will result in automatic disqualification.

A. Competitors are required to complete a notarized statement saying his or her roll cage meets SFI specification 47.2.

12)All vehicles are required to have a quick release, removable or swing away steering wheel for ease of extraction of driver in event of injury.

Seats and Fenders

1)All vehicles must a shield between driver and tire, (does not have to be a fender), to consist of a solid barrier between driver and any part of the rear tires sufficient to be able to support the weight of driver. The barrier must be a minimum of 6 inches wide at the bottom, increasing to a minimum of 36 inches at the top and the barrier must curl a minimum of 6 inches from vertical out over the tire in the same configuration as the tire.

2) Fenders or tire shields must be constructed so that when the driver is seated and the hands are on the wheel, he or she cannot touch the rear tire with any part of his body.

Stabilizer Bars

1) Stabilizer bars are required (no wheels allowed). The drawbar assembly will not in any way be attached to the stabilizer bar assembly.

2) The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground. Pad must not be more than 10 inches off the ground at 32-inch point and be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square with a minimum of 20 inches allowed from outside of one pad to the other. No crossbars between stabilizer bars allowed behind point of hook.

3) In addition to the stabilizer bars, there must be a brace that extends vertically 12 inches from the rear most tip of the skid pads. There must be a support brace extending inward to frame, axle or top of stabilizer bar arms. Materials used must be of minimum strength of materials used for stabilizer bars. Design and material must withstand severe impact of sled. Vertical brace should extend rearward a minimum of 2 inches from the radius of the tire.

Tires

1) Class is open to pulling vehicles with rubber tires. No dual tires, tire stubs or chains permitted. All power must be transmitted through the wheels.

2) Rear tires are limited to a width of 30.5 inches. (Width is determined by tire manufacturer)

3) 20.8 x 38 tire, or narrower, is allowed on 38 inch diameter rims. No tire width wider than 20.8 allowed on a 38 inch diameter rim.

4) No larger rim diameter allowed than 38 inches.

All general rules apply where applicable.

Mini Rod Tractors

Limitations

1. Modified minis are limited to a maximum of 575 cu. In. of naturally aspirated engine or 370 cu. In. of 6-71 supercharged small block w/10% overdrive.

2. Naturally Aspirated engines less than 512 cubic inches are allowed to weigh 2,000lbs.

3. Naturally Aspirated engines over 512 cubic inches and supercharged engines are allowed to weigh 1,900lbs.

4. All engines are limited to (2) valves per cylinder.

5. Engines are limited to (1) spark plug per cylinder

Driveline Shielding

1. Modified Minis must meet general tractor shielding and safety criteria.

2. All drive train, 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 1/4 -inch of end of driveline shall be visible with driveline shielding in place.

3.Note: If U-joints are used in any drive shaft application, the shielding must be 5/16-inch steel or 3/8-inch aluminum with 1/8-inch steel insert in aluminum. The insert must be a minimum of 6 inches wide.

4.All Modified and Modified Mini mounts, two rear engine mounts, and a support saddle for rear of transmission, with 1/2 -inch maximum clearance; OR

5.Two front engine mounts, support saddle at rear of engine, with 1/2 inch clearance, and a mount at rear of transmission.

6.Note: This is to prevent engine or transmission from dropping if breakage occurs.

7.No portion of the tractor shall exceed 8 feet forward of the center of the rear wheel.

8.Tread width (foot print) not to exceed 6 feet in width.

Drawbars

1.Drawbar height to be 13"

2.Drawbar length to be no shorter than 6".

3.Drawbar and hitching device to be one-piece construction, with a minimum of 1 inch solid steel material.

4.No hollow tubing is permitted.

5.Front part of drawbar is to have a minimum of 1/2-inch cross sectional thickness to remain on the front side of hole where drilled.

6.Minimum 1/2 -inch pin.

7.Drawbar height adjuster or hold up/down device to be no more than 5 inches from hook point. There must be a minimum of 1/2 inch metal remaining where hole is drilled. Hose clamps may not be used for any drawbar related devices.

8.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.

Point of hook

1.The point of hook is to have a minimum of a 2-inch round hole, maximum of 2-1/4 inch hole.

2.The thickness of material around the hole must be a minimum 3/4-inch thick.

3.Point of hook to be no more than 3/4-inch cross sectional thickness.

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. The ground patch is not to exceed 19 inches on original tread.

2.No tire repairs (boots, section repair, vulcanized spots, etc;) will be allowed.

Skid Plate

1. Skid plate must be of the two types listed below:

a. Skid plate mounted to center of axle must be a minimum of 10 inches wide with rolled edges both front and rear. Plate must be a minimum of 4 inches in length. Plate must be centered and securely mounted to front axle and/or frame.

b. Skid plate mounted inline with each frame rail (on both sides) equal in strength to frame rail material.

2. Skid plate surface to be minimum of 2 inches wide and 10 inches long with a minimum 2 inch curve when measured from the front most part of rolled edge.

3. Note: Both types must be able to support the weight of the front end when checked with a jack. Maximum ground clearance not to exceed 2 inches with front tires in normal operating position.

All general rules apply (where applicable).

6500# Outlaw Tractors

Eligibility of Contestant

1. All competitors are required to have on file with Illiana Pullers Association before competing in the 6500 Outlaw class a notarized form / statement stating competitor's flywheel and bell housing components are SFI approved. A new notarized form / statement must be on file each year before competition vehicle is allowed to compete. A form may be obtained from the Illiana Pullers Assoc. Board of Directors

General Rules

1. Class competes at a maximum weight of 6500 lbs

Tractor with updraft carburetor (s) may weigh up to 7000 lbs

2. All competing vehicles must be equipped with working rear wheel brakes.

3. No shifting allowed while under competition (ie Torque Amplifier, Etc.)

Drawbars

1. All drawbars shall be constructed so that in the event of drawbar breakage, the drawbar supports do not pull from a top link or brace above the centerline of the rear wheels of the vehicle. Any vehicle with the drawbar hold up device above the centerline of the rear wheels must have a single pin breakaway type (slide out) drawbar. The drawbar hold up device is to be within 6 inches maximum forward of hook point.

2. Drawbars cannot be shorter than 18 inches. A drawbar, which has provisions to be made shorter than legal length, is not acceptable as a legal drawbar.

3. Drawbar height is not to exceed 20 inches.

Clutches and Flywheels

1. Competition vehicle is required to use an SFI SPEC 1.1 or SFI 1.2 steel plate or steel billet flywheel. NTPA stamped flywheels are acceptable. The flywheels must be made of steel with the following mechanical properties; tensile strength of 60,000 psi, yield strength of 40,000 psi. If an aluminum flywheel is used it must be SFI SPEC 1.1.

2. Positively no gray cast metal allowed in any flywheel.
3. Competition vehicle is required to have an SFI SPEC 4.2 bell-housing blanket (an expired renewal date on an SFI SPEC 4.2 bell housing blanket will be accepted).
4. Bell housing blanket must meet the following construction criteria; 17 inches wide and long enough to wrap around the bell housing with at least 6 inches overlap, secured with six 2 inch wide nylon web straps with a steel D-ring on one end and sewn the length of the blanket (except for the overlap area) and long enough to pass back through steel D- ring and be tied in a saddle cinch along with four 2 inch nylon web retaining straps each at the front and back of the blanket.
5. Bell housing blanket straps are to be fastened forward and rear of the clutch / flywheel assembly. All straps must be securely fastened and the blanket must be secure against the rear face of the engine block.

Engines

1. Each competing vehicle must have a working RPM pick up on their vehicle. The pick up must be wired uninterrupted to a common 3 prong household electrical receptacle that is to be mounted on the back of the vehicle directly above the drawbar area. The pick up MUST be in working order during competition. If a competitor's pick up does not work at an event, a competitor may be hand tached immediately after leaving the track after a competitive pass. A competitor must be tached trackside. If a competing vehicle leaves the track area before being tached, the vehicle will be disqualified.
2. If a competitor's pick up does not work at an event, they have until the next event to repair the problem. A competitor will not will be eligible to compete 2 event entries in a row with out a working pick up.
3. A legal Outlaw entry shall consist of an OEM block or the OEM designated replacement block for the 2wd agricultural make of vehicle being entered.
4. An engine upgrade will be allowed. Engine upgrade must be of the same manufacturer of chassis and sheet metal. (I.e. no John Deere engine in an International chassis) The board of directors will determine a legal entry for an engine upgrade.
5. No aftermarket cylinder heads allowed
6. Only two parallel valves per cylinder. OEM canted valves allowed.
7. Fuel distribution is limited to a P7100 Series injection pump ,carburetor(s)., or fuel injection
8. The following motor limitations apply:
 - a. Naturally Aspirated (gasoline or propane) engines limited to 3500 rpm and unlimited cubic inch.
 - b. Naturally Aspirated Diesel engines limited to 3000 rpm and unlimited cubic inch.
 - c. 380 cubic inch diesel and carbureted gas/propane with a single 3lm base (or replacement) turbo charger with a 2.3" inducer bore restrictor limited to 3000 rpm. NO downsizing engine to meet 380 CID
 - A. The turbocharger is limited to a 2.33" inlet on the compressor side. The turbo charger is limited to a single 2.33 inch inlet on compressor side. A single .250 MAP groove will be allowed. Compressor wheel must protrude into 2.33 inch bore opening at least .125 measured at the face of the wheel. All provisions allowing air to the wheel other than via the bore and map groove are prohibited
9. Legal fuels are diesel fuel, gasoline (E85 considered gasoline), or propane gas
10. No intercoolers allowed. (Updraft carbureted engines may run ice box before carb)
11. The OEM engine cannot be modified externally in any way except for normal repair or for mounting of

fuel injection pumps.

12. Engines cannot move independent of rear end / transmission housing.

13. No auxiliary internal combustion engines are allowed on board to drive pumps, accessories, etc.

14. A deflection shield is required on both sides of the engine. Shields must extend the complete length of the block casting and be securely fastened. Shields must extend from sheet metal (hood) to 2 inches below bottom center of crankshaft throw and be securely fastened. Shields may extend beyond or cover starter or fuel pump. Shields shall be constructed of aluminum or steel a minimum of 0.060 inch thick or safety blanket material. Shields must be solid – motor mounts, filters, fuel injection pumps, steering rods, etc cannot serve as part of shield. Solid frame rails with no holes can serve as part or all of the shield, providing it covers required areas of block casting. It is recommended that a quick release fastener be used. Use of bolts, nuts, screws, locks are discouraged, (Reason: ease of access in emergency – fire, run-off, etc

15. Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.

17. All tractors are required to shield all rotating mass mounted to front of crankshaft 360 degrees from front of engine block to one inch in front of the rotating mass. Shield to be from frame rail to frame rail by a minimum of 0.125 inch steel or aluminum and fastened to the frame on each side by a minimum of two evenly spaced bolts 3/8 inch grade 5 minimum. The remainder of the 360-degree shield will be the side shields and hood shielding. Note: Shield may be notched to allow belt to pass through and beneath the frame to drive fuel or oil pump.

18. All engine crankcase venting (blow by tubes) must be vented below the heads of that engine and extended down to the engine pan. All blow by tubes must exit forward of rear tires.

19. All competing vehicles must be equipped with a dead-man throttle. All throttles in a forward- rearward direction shall be closed in the rearmost position. No hydraulic throttle linkage allowed. Must be positive, two-way mechanical linkage. All foot throttles must have toe straps.

20. All diesel engines will have a visible return to idle spring on fuel injection pump throttle arm.

21. A bolt in the crankshaft to hold damper pulley is required.

22. All engine driven fans must be shrouded with 1/16 inch steel or thicker, 360 degrees. Electric fans excluded.

23. All diesel engines are required to install a three (3) way dump valve (manual) ahead of the injection pump to be operated from the dash panel.

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

25. All fuel lines to be steel braided or high pressure reinforced rubber. No plastic tubing allowed.

Chassis

1. Chassis must consist of OEM block or OEM designated replacement for make of tractor being entered. Block must remain in stock location and still maintain stock appearance for make & model sheet metal being entered. Vehicle being entered that feature an engine upgrade will be deemed legal by the board of directors.

2. The stock transmission housing or manufacturer's replacement and the stock final drive housing or manufacturer's replacement. The clutch housing, transmission case, rear end housing and axle housings must be OEM. No aluminum replacements.

3. Allow tractors with cast tub (belly type) frame (i.e. Oliver, CockShutt, White) to remove complete frame from front of transmission housing.

4.Any alteration to the chassis shell must have written approval of the Illiana Pullers Association's Board of Directors.

5.Must have wide front-end axles.

6.The OEM engine cannot be modified externally in any way except for normal repair or for mounting of fuel injection pumps.

7.Hood and grill must be in place as intended by the manufacturer.

8.Upgrade of sheet metal allowed to OEM dimensions and style, subject to the Board of Directors approval.

9.Maximum wheelbase of 114 inches.

10.Maximum length 13 feet from the center of rear wheel to forward most portion.

11.All tractors must either run safety tie bars mounted to rear axle housing with at least four axle housing bolts and extending forward to flywheel area and fastened to side of block or main frame with at least two 5/8 inch bolts, or a one piece frame extending from front of tractor to rear axle housing mounting bolts. Tie bars or frame must be sufficient strength to support weight of tractor with the bolts removed.

12.All safety blankets must be on the inside of tie bar and the tie bar must be fastened forward of the rear of the engine block. All tractors that utilize a tube ladder type frames must be covered on the outside with steel or aluminum 0.060 thick.

13.It is **STRONGLY** recommended that all tractors have a tow hitch on the front of the vehicle. The hitch can extend a maximum of 6 inches ahead of the furthestmost front portion of the vehicle, (hitch will not be counted in length when measuring vehicle). The hitch must have a 3-inch diameter hole, preferably positioned horizontally and strong enough to push or pull vehicle at its heaviest weight. The device should be used for no other purpose.

Tires

1)Maximum size is 18.4-38.

Exhaust Systems

1.All exhaust systems must discharge vertically. The height to be a minimum of one foot (12 inches) above the bend of the pipe which discharges vertically measured from the top of the pipe to bottom of bend. Vertical is defined as being within 10 degrees (with 5 degrees variance), in any direction of being plumb.

2.All exhaust pipes must be securely attached.

3.Rain caps cannot be used.

4.Venturi type headers acceptable.

5.Turbocharged engines must have two 3/8 inch grade 5 bolts in either (or both) vertical portion, or horizontal portion of exhaust pipes. Bolts are to be installed 90 degrees of each other and within one inch of each other.

Fuel and Fuel Container

1.All forms of nitro methane including nitrous oxide and propylene are illegal as a fuel or fuel additive. Legal fuels are diesel fuel, and gasoline or propane gas. No oxygen carrier or combustion accelerators are allowed. No additives are allowed in diesel fuel except those additives blended by the fuel manufacturer or

refinery. Fuels may be checked by tech official at any event at any time.

2.No pressurized fuels allowed except in U.L. approved pressure tanks. No oxygen allowed.

Kill Switches

1.All competing vehicles with spark ignition must use a waterproof, dust proof tether type safety switch as an ignition kill switch and it must be in working order at all times.

2.On a spark ignition tractor, the kill switch must break or ground the ignition circuit. Spark ignition tractors with electric fuel pump(s), the kill switch must also break current to the fuel pump(s).

3.On a diesel tractor, the kill cable must activate the air shut-off required on a diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. System to be deemed acceptable must at least prevent from building boost. It is recommended that a gasket / seal arrangement be used. To more effectively shut off air flow. Door or rain cap air shut offs (no "butterfly" type) will be required on all self-ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.

4.All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake, which can be utilized from the tractor seat.

5.Kill switches on spark ignition tractors must be checked with engine running.

6.Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be check on all competing vehicles at every event.

7.All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.

8.The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.

9.The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.

10.Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.

11.Kill switch ring must be secured with a single nylon tie wrap (1/8 inch). Competitors will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.

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

13.Diesel engines must have a fuel shut-off valve control within easy reach of driver (your normal fuel shut-off on diesel pump).

Safety

1.If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

2.A capable operator must be in the driver seat while vehicle is running.

3.All turbochargers not under the hood must be completely shrouded, except for inlet and exhaust pipes with a minimum 0.060-inch steel. Turbochargers under fiberglass hoods must be completely shrouded with 0.060 inch metal under the area of the fiberglass, except for inlet and exhaust pipes.

4.The tubing on the pressure side of a turbocharger to the intake must be under the hood or side shields or be bolted or strapped securely.

5.All drivers are required to wear a fire suit that meets SFI specification 3.2A-1. (IF ROLLCAGE IS USED)

6.All drivers must wear helmets that meet or exceed Snell 1985 rating or must meet SFI specification 41.2. No modifications or alterations of the helmet are allowed. All chinstraps must be fastened. Helmets with fire retardant lining and a flame retardant neck shirt allowed. If you use a helmet with a fire retardant lining and flame retardant neck skirt, no head sock is required. Once a helmet has suffered a severe impact, it must be replaced or sent to manufacturer for re-inspection. . (IF ROLLCAGE IS USED)

7.All drivers are required to wear a full 360-degree neck collar meeting SFI specification 3.3 or a Hahn's device. (IF ROLLCAGE IS USED).

8.All pulling vehicles must be equipped with a starter interrupter switch on the gearshift, which will allow starter engagement only in neutral position.

9.All pullers will have fire protection equipment and helmets on any time while on the track and driver are

10.Head socks / neck skirts must be inside of driving suit. Nothing exposed while competitor is sitting in seat ready to compete. . (IF ROLLCAGE IS USED)

11.If a roll cage is used it must meet SFI specification 47.2 along with a 5-point quick release harness and driver seat mounted to the roll cage structure. Failure to use 5 point release harness while competing will result in automatic disqualification. Competitors are required to complete a notarized statement saying his or her roll cage meets SFI specification 47.2.

12.All vehicles are required to have a quick release, removable or swing away steering wheel for ease of extraction of driver in event of injury. (IF ROLLCAGE IS USED)

Seats and Fenders

1.Appropriate seats required. IPA board approval required.

2.All vehicles must have a shield between driver and tire, to consist of a solid barrier between driver and any part of the rear tires sufficient to be able to support the weight of driver. The barrier must be a minimum of 6 inches wide at the bottom, increasing to a minimum of 36 inches at the top and the barrier must curl a minimum of 6 inches from vertical out over the tire in the same configuration as the tire.

3. Fenders required.

Stabilizer Bars

1.Stabilizer bars are required (no wheels allowed). The drawbar assembly will not in any way be attached to the stabilizer bar assembly.

2.The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground. Pad must not be more than 10 inches off the ground at 32-inch point and be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square with a minimum of 20 inches allowed from outside of one pad to the other. No crossbars between stabilizer bars allowed behind point of hook.

3.In addition to the stabilizer bars, there must be a brace that extends vertically 12 inches from the rear most tip of the skid pads. There must be a support brace extending inward to frame, axle or top of stabilizer bar

arms. Materials used must be of minimum strength of materials used for stabilizer bars. Design and material must withstand severe impact of sled. Vertical brace should extend rearward a minimum of 2 inches from the radius of the tire.

Farm Stock Tractors

Drawbars

1. Drawbars shall meet the following: drawbar to be a minimum of 2 square inches total steel material at any point. This includes the area of the pin with the pin removed. The pin will be a minimum of 7/8 inch. Drawbar must be equipped with a steel hitching device not more than 1.5 x 1.5 square, (or 1.5 round), and with an oblong shaped hole 3.75 inches long and 3 inches wide. No drawbar support tubes attached above the centerline of the rear axle, unless using the stock drawbar support for that make and model. Absolutely no drawbar supports designed to pull only from, or to be attached only to a point above the centerline of the rear axle.

2. Drawbar maximum height 20"

3. Drawbar to be no shorter than 18"

Engines

1. Each competing vehicle must have a working RPM pick up on their vehicle. The pick up must be wired uninterrupted to a common 3 prong household electrical receptacle that is to be mounted on the back of the vehicle directly above the drawbar area. The pick up MUST be in working order during competition. If a competitor's pick up does not work at an event, a competitor may be hand tached immediately after leaving the track after a competitive pass. A competitor must be tached trackside. If a competing vehicle leaves the track area before being tached, the vehicle will be disqualified.

2. If a competitor's pick up does not work at an event, they have until the next event to repair the problem. A competitor will not will not be eligible to compete 2 event entries in a row with out a working pick up.

3. Engine must be stock block for that make or model.

4. Engines are limited to agricultural produced intake and exhaust manifolds.

5. No intercoolers allowed. OEM agricultural intercooler manifolds are allowed with out any cooling assistance hooked up.

6. Tractors are limited to 505 cubic inches unless make and model of tractor is offered with larger displacement from the factory.

7. Factory produced vehicles greater than 505 cubic inches are limited to the factory offered displacement of the vehicle. (i.e. JD 6030 is limited to 531 cubic inches)

8. Engine RPM is limited to 2750 maximum.

9. Farm Stock tractors are limited to a single turbocharger with a 2.330" inducer bore restriction within 2" of the face of the intake wheel.

10. No air-cooling agents.

11. Farm Stock tractors are limited to stock appearing injection pumps with factory dimensions for make and model of vehicle being entered.

12.No aluminum or aftermarket heads are allowed

13.Engine must be stock appearing for that make and model of tractor.

Chassis

1.Tractors are to be stock appearing. This is a Farm Stock class and should be presented as such.

2.All housings must be stock appearing for that make and model of tractor.

3.Must run OEM wide front axles and OEM rear axle housings for that make and model of tractor.(including Planetary axle)

4.Fenders are required.

5.NO Chrome or aluminum wheels allowed(front or back)

Exhaust Systems

1.Exhaust must exit vertically with no rain caps.

Fuel and Fuel Containers

1.No nitrous oxide, oxygen or nitro methane.

2.Tractors must run on diesel.

3.No water or alcohol injection.

Kill Switches

1.All diesel competing vehicles must have an air shut-off and fuel shut off in working at order at all times.

2.On a diesel tractor, the kill cable must activate the air shut-off and fuel shut off required on a diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. It is recommended that a gasket / seal arrangement be used. to more effectively shut off air flow. Door or rain cap air shut offs (no "butterfly" type) will be required on all self ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.

3.Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be check on all competing vehicles at every event.

4.All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.

5.The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.

6.The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.

7.Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.

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

switch before leaving the track.

9. Diesel engines must have a fuel shut-off valve control within easy reach of driver (your normal fuel shut-off on diesel pump). All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake, which can be utilized from the tractor seat.

Stabilizer Bars

1. Stabilizer bars are required. The drawbar assembly will not in any way be attached to the stabilizer bar assembly.

2. The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground. Pad must not be more than 10 inches off the ground at 32-inch point and be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square with a minimum of 20 inches allowed from outside of one pad to the other. No crossbars between stabilizer bars allowed behind point of hook.

Safety

1. Any engine driven fan must be shrouded 360 degrees.

2. If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.

3. A SFI approved Flywheel and clutch assembly must be used. A scatter blanket is required

4. All pulling vehicles must be equipped with a minimum of 2 lb Halon type of 2½ lb dry- powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.

5. All tractors must either run safety tie bars mounted to rear axle housing with at least four axle housing bolts and extending forward to flywheel area and fastened to side of block or main frame with at least two 5/8 inch bolts, or a one piece frame extending from front of tractor to rear axle housing mounting bolts. Tie bars or frame must be sufficient strength to support weight of tractor with the bolts removed.

6. OSHA approved ROPS and seat belts are required. ROPS must meet factory weight of tractor.

7. Bell housing blanket must meet the following construction criteria; 17 inches wide and long enough to wrap around the bell housing with at least 6 inches overlap, secured with six 2 inch wide nylon web straps with a steel D-ring on one end and sewn the length of the blanket (except for the overlap area) and long enough to pass back through steel D-ring and be tied in a saddle cinch along with four 2 inch nylon web retaining straps each at the front and back of the blanket.

8. Bell housing blanket straps are to be fastened forward and rear of the clutch / flywheel assembly. All straps must be securely fastened and the blanket must be secure against the rear face of the engine block.

Tires

1. Maximum size is 20.8-38 or 18.4-42. No duals, chains or four-wheel drives.

2. Cut tires are not allowed.

Weights

1. Maximum weight for tractor and driver is 12,500 lbs.

2. Weights must be safely secured and must not extend rearward beyond rear tires. No weight frame may

extend more than 24" beyond the furthest point of the front of the tractor.

All General Competition rules apply (applicable to class)

Old Skool Tractors

1. Tractors must be or 1953 or older
2. Tractors should be restored to as near original as possible with original fuel tank, hood and radiator in place as intended by manufacturer.
3. Belt driven fans must be shrouded in .125" steel 360 degrees.
4. Electric driven fans are allowed.
5. Standard tread tractors must be equipped with original appearing wide front end and original appearing fenders, replacement fenders allowed with the approval the IPA board.
6. No alterations may be made to tractor chassis other than pressed wheels, belt pulley, P.T.O., hydraulic covers, transmission and differential covers which may be made from steel or sheet metal (no aluminum, magnesium, wood, etc; replacement parts).
7. Tip over bars and weight brackets may be aluminum.
8. Engine side shields will be allowed.
9. Engine must conform to chassis being entered.
10. Tractor may have O.E.M. 2wd agricultural replacement block, cylinder head(s) and crankcase with the same number of cylinders intended by the manufacturer for make and model of tractor.
11. Block and cylinder heads must run fuel as originally intended by the manufacturer.
12. No spacer or shims more than .455 of an inch total in the area from center of the crankshaft to top of head (this measurement includes all gaskets).
13. Any Cast or Manufactured cylinder head will be accepted. Cylinder head must retain OEM width and length for the engine application. Valves must retain OEM angle for engine application. Cylinder head must retain OEM bolt pastern for exhaust manifold and intake manifold. Cylinder heads are limited to 2wd agricultural replacement for make of tractor being entered. Must bolt on without any modifications.
14. Any amount of material may be removed from the OEM casting.
15. Material may be added to the OEM casting only for normal repairs and to redirect coolant flow. No material may be added to allow for increased air flow, increased valve size or to reshape combustion chamber.
16. Any size valve, valve seat and valve guide may be used.
17. An.Each competing vehicle must have a working RPM pick up on their vehicle. The pick up must be wired uninterrupted to a common 3 prong household electrical receptacle that is to be mounted on the back of the vehicle directly above the drawbar area. The pick up MUST be in working order during competition. If a competitor's pick up does not work at an event, a competitor may be hand tached immediately after leaving the track after a competitive pass. A competitor must be tached trackside. If a competing vehicle leaves the track area before being tached, the vehicle will be disqualified y engine speed over 10% over standard RPM will be grounds for disqualification.
18. The use of an auxiliary fuel pump is allowed.
19. The use of an auxiliary fuel tank mounted outside of original fuel tank is allowed.
20. Any fuel mixtures or pressure tanks are not allowed. LP will be allowed.
21. No alcohol, nitro, nitrous oxide, octane boosters, any oxygen carriers or combustion accelerators of any type
22. Tractor must be operated with a hand throttle as comes from the factory with no alteration or modification to linkage.
23. No weight or weight frame may extend more than 11' forward of the center of rear axle.
24. Carburetor must bolt on to intake manifold with no modifications or adapter plates.
25. Intake and exhaust manifolds must be cast with no external modifications. Must bolt onto cylinder head as intended by manufacturer. No adapter plates allowed.
26. No visible modifications to any of the above items.
27. Engine RPMs will be adjusted as per factory location.
28. Air breathers do not have to be used. If air breather is used any variance must be approved by the IPA board.
29. No artificial cooling of air or fuel.

30. Tractor must run OEM type ignition system that it came with from the factory, may be updated to stock appearing mag, no external coil.
31. Replacing points and condenser with electronic ignition allowed. MSD allowed.
32. Tires are limited to a maximum 15.5-38. No radials
33. Aluminum rims will be allowed.