



Welcome to the NEW concept of Outlaw Style Pulling!!

Events will either have 1 or 2 heats of qualifying based on time allowance.

1 Day events will have 1 heat of qualifying – Take top 5 from each class to finals plus buy backs

2 Day events will have 2 heats of qualifying – Take top 10 for each class to finals plus buy backs

Buy Backs: Any truck getting eliminated from qualifying may buy into the finals at an additional fee. Buy back fees will be 50% of buy-in number. Buy back fees are added to the winner pot and must be paid before Finals begin. Finals are considered “begun” once the first truck of the first class has crossed the scale to enter the arena.

No Test Hooks. Due to the nature of the event, there will be no “test puller” for each class. If there is a sled setting in question, a pre-determined truck that is not entered into Cash Days will make a sled-setting pass. Every hook counts for all competitors. No dropping hooks or resetting sled will be allowed. If sled breakage occurs, and a new sled is needed, every hook prior to breakage of the same class will not count. Re-hooks will be mandatory.

Safety Equipment: All safety equipment is the responsibility of the puller. Any puller hooking without proper safety equipment installed and in place during pull will automatically be disqualified. There will be no “slack” given for safety equipment. If you do not meet required safety equipment utilized for class entered, you will not hook. All drivers must wear proper restraint system. All drivers must wear approved rating helmets. All drivers must have on proper attire.

Drops/Refunds: Any truck wanting to drop their class for any reason, may do so BEFORE the start of the event. Start of event begins when first truck is hooked to the sled. Passing tech in a timely manner is on the competitor. If you have teched after the designated cut-off, and do not pass, you will not receive a refund. Monies will go to winner pot. Tech cut-off times will be posted with event information on the website. Plan accordingly.

Tech & Weigh-in: All trucks must be approved through tech before event begins. It is the responsibility of the entrant to get their truck through tech in a timely manner. All trucks will be weighed during tech inspection and again before entering the track for both qualifying and finals. Once event begins and trucks have gone over the scale, there will be no returning to pits allowed. Trucks must scale and go directly onto the track.

Line-up: Pull order will be determined by chips for each class. Numbers will be drawn at the drivers meeting. Trucks will pull in order of smallest number to largest number. No skipping in line. No jumping line spots for any reason will be tolerated. Pulling out of order will result in disqualification. Trucks scratching their entry will be removed from line-up and next truck down the line will pull and so-on.

Driver's Meeting: Every driver meeting is MANDATORY. Pull order will be decided at drivers' meeting as well as any important announcements made. ATTENDING DRIVERS' MEETING IS ON YOU. If we need to vote on an issue, it will be done at the drivers' meeting. If you miss the meeting, and you do not draw a chip, you will not pull in qualifying.

UNLIMITED STREET DIESEL CLASS:

1. 8500lbs Maximum weight.
2. All trucks/vehicles must be registered, tagged and insured. All drivers must have a valid state driver's license and wear helmet and safety restraint (seatbelt, harness etc.) during competition (meaning while truck is hooked to the sled).
3. The body must be the OEM truck body, including the full bed floor. No homemade flatbeds permitted, must be commercially available, unaltered, manufactured flatbed. The body must retain full sheet metal, after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. Complete working head light and tail light assemblies are mandatory. Full interior from factory is a must. Full body panels required. If any aftermarket panels are installed, they must be commercially offered.
4. No front hanging weight. Hidden weight is allowed and must be secured. Weights may be hung in the bed, must be secured. No weights allowed in the cab.
5. Must have OEM factory driveline made for a 1 (one) ton pickup or smaller.
6. Turbo bolts are MANDATORY on any vehicles that have removed catalytic converter and/or muffler. Two - 3/8" bolts - mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" from turbine wheel. Any trucks with turbo s300 or larger and/or utilizing more than a single charger must wear minimum of single layer fire jacket.
7. Hood stacks & hand throttles permitted. No turbo limitations, big singles, compounds, twins, triples, etc. allowed.
8. NO INJECTABLES ALLOWED
9. A secured & up to date fire extinguisher in cab is required.
10. Reese style hitch. Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 20", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted centerline of rear axle or behind.
11. DOT tires mandatory, no cuts, no bar tires, no tire alterations allowed. No duals allowed. Tires must size 35" x 12.50" or smaller.

**** ALL TRUCKS entering this class will be subject to a street drive. Trucks must be ready to drive upon finishing of the driver's meeting. No stopping for fuel, breakage, over heating, etc. Have your trucks fueled and ready to leave with the escorts. Any truck not making the drive with the group for any reason will be disqualified. Any stopping, breakage, unable to finish the drive will result in disqualification. ****

Modified Diesel Rules:

- 1) 8000lbs Maximum weight.
- 2) All drivers must have a valid state driver's license and wear helmet & safety restraints during competition (hooked to the sled).
- 3) The body must be the OEM truck body, including bed floor. No homemade flatbeds permitted, must be commercially available, unaltered, manufactured flatbed. The body must retain full sheet metal, after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. If any aftermarket panels are installed, they must be commercially offered. Fiberglass panels are not allowed except for the hood. The complete OEM firewall and complete OEM floor pan is mandatory.
- 4) Front hanging weight and hidden weight is permitted. No weights permitted in the cab of truck. Hanging weight must be no more than 60 in. from center of front axle. Any weight hitting the ground during pull equals disqualification.
- 5) Must have factory OEM driveline offered in a 1 (one) ton truck or smaller.
- 6) ***If running nitrous, minimum of full multi-layer fire suit, full face helmet, and close toed shoes REQUIRED. A secured & up to date fire extinguisher in cab is required. It is the job of the competitor to notify tech officials of nitrous. Anyone running nitrous without proper equipment and/or notification to tech official will result in IMMEDIATE disqualification in any/all classes. No refund, no payout, no exceptions.***
- 7) Can have Reese style or Receiver style hitch. No draw bars allowed.
 - a. Reese style hitch: Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 24", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted centerline of rear axle or behind.
 - b. Receiver style hitch: reinforcements are permitted. The hitch must be horizontal to the ground and stationary in all directions. Bumper may be notched or removed. The hitch height from the ground may not exceed 24". The hooking point must have a minimum of 3 inch by 3 ¾ inch inside opening for the sled hook and may not go above the frame. The hooking point must be a minimum of 44 inches from the center of the rear axle to the hooking point. Hooking point is defined by where the hook lays on the hitch.
- 8) DOT tires mandatory, no cuts allowed.
- 9) Batteries must be securely mounted anywhere, but if in cab must be covered completely.
- 10) Front wheel hydraulic brakes are mandatory and must be functional.
- 11) Any U-joint that is visible from the side of the truck must be shielded to contain the U-joint and end of the shaft. Recommended to be at least six inch wide u-joint shields around the rear u-joint constructed of at least ¼ inch steel or 3/8 inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. All trucks must have drive shaft loops.
- 12) All trucks are required to have kill switch located on the back of the truck, near the hooking point. Trucks with an electric injection fuel pump must have an electric shut off or disconnect for the injection pump on the back of the truck. Trucks with manual

injection pumps must have an air guillotine of the spring loaded type, no butterfly type, to kill the air intake to the engine. Trucks MUST have a functioning kill switch, must prove operational at tech inspection.

- 13) **All vehicles using an automatic transmission** must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield is permitted, it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All non-blanket shields must incorporate two (or one per manufacturer's instruction) $\frac{3}{4}$ inch by $\frac{1}{8}$ inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI Spec 4.1. **All vehicles with an automatic transmission** must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1. **All trucks with manual transmissions** must use a clutch meeting minimum SFI Spec 1.1 or 2.1. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blankets that completely cover the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.
- 14) Turbo bolts are MANDATORY on any vehicles that have removed catalytic converter and/or muffler. Two - $\frac{3}{8}$ " bolts - mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" from turbine wheel. Hood stacks & hand throttles permitted. No turbo limitations, big singles, compounds, twins, triples, etc. allowed.
- 15) Helmets must be worn during competition. Single layer fire jacket mandatory, unless using nitrous or injectables full fire suit mandatory (see rule 6). Closed toed shoes mandatory. Long pants mandatory.

Hot Diesel

1. 7800lbs Maximum weight.
2. Hidden weight is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. No free weights in the cab, no weights on driver's side of the cab. All weights MUST be secured. Any loss of weights will result in disqualification.
3. Batteries must be securely mounted. They may not be located in the driver compartment or forward of weight bar. If not in stock OEM location must be in an approved battery box and have a master disconnect switch that is easily accessible and clearly marked.
4. Front brakes are mandatory and must be in operating condition.
5. OEM restraint system is mandatory and must be worn. Full sfi approved fire suit, closed toed shoes and closed face helmet is mandatory.
6. All trucks must have a minimum of six-inch wide u joint shields around the rear u joint constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u joint and the end of the rear shaft. Drive shaft loops are mandatory.
7. The engine block must have been available as a factory option on a one-ton or smaller pickup.
8. All vehicles must be equipped to direct exhaust upward including stock exhaust systems. Hood stacks are permitted. Two 3/8 inch diameter bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical if competing at more than 2 events per year.
9. A fire extinguisher system is permitted. It must be securely mounted.
10. All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
11. All trucks are required to have kill switch located on the back of the truck, near the hooking point. Trucks with an electric injection fuel pump must have an electric shut off or disconnect for the injection pump on the back of the truck. Trucks with manual injection pumps must have an air guillotine of the spring loaded type, no butterfly type, to kill the air intake to the engine. Trucks MUST have a functioning kill switch, must prove operational at tech inspection
12. Hitch reinforcements are permitted. Any hitch attachments/bracing must be from frame down not from axle up. Reinforcements must not extend forward of the centerline of the rear axle. Hook point may be no closer than 44" inches of centerline of rear axle. Trick hitches are prohibited. The hitch must be stationary in all directions. Bumpers may be notched or removed. The hitch height from the ground may not exceed 26" and must be adjustable to 24" on 4wd units. Hitch height may not exceed 30" and must be adjustable to 28" on 2wd units. The hooking point must have a minimum 3.750-inch

inside diameter opening for the sled hook. The hooking point will be measured to the rear of the opening in the clevis/hook loop. Hooking point (i.e. where the hook drops) must be parallel to the ground. Final decision of legality of all hitches resides with the head tech official.

13. A single aftermarket seat is permitted but must be equipped with a safety restraint system.
14. The vehicle must retain the full, original OEM steering gear. Additional stabilizers are permitted. May use hydraulic steering but must be able to have control in case of hydraulic failure.
15. The tires must be DOT street tires. Cut tires are prohibited.
16. Solid suspension is permitted.
17. The use of a hand throttle is allowed. All throttles will have a dead man throttle that will automatically return to a closed position. Throttles will work in a forward to reverse motion, forward being open. Two springs will be required on the hand throttle and one spring on the fuel injection pump.