



# 2024

# Rules and

# Guidelines

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# **TNT Truck & Tractor Pull**

## **General Rules**

**General Rule apply to all classes/pullers unless otherwise noted.**

**It is YOUR responsibility as a puller to ensure you meet each of these rules as well as your class rules at every event.**

### **Behavior**

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

### **Brakes**

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

### **Chassis/Body**

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

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

1. Vehicles must have one piece, ¼" Hydro form bell housing on straight shift. If any modifications are made, modified area must be ground smooth inside and out.

2. All vehicles using a clutch and flywheel assembly will run a full block saver plate, either ¼" aluminum or 1/8" steel required in all classes. All flywheels must be steel or aluminum. No cast stock flywheels allowed. Each vehicle owner will sign a waiver on the membership application stating they are running a SFI approved flywheel.
3. Automatics are required to run a one-piece SFI SPEC 4.1 six-buckle full length transmission blanket or SFI approved shield in all classes.

### **Drawbar**

1. Drawbar hitch point must be visible and clear for sled hookup.
2. Drawbar must be rigid in all directions and solidly mounted on the vehicle frame. Must be stationary in all directions before, during, and after pull.
3. Drawbar must have steel hitching device no more than 1 ½ inch and no less than 7/8" thick in all directions and must have an opening of 3 inch by 3 ¾ inch capable of accepting a 3" diameter pipe.
4. No cables or chains used in hitching device.
5. If clevis used, only one clevis is allowed, 6 inches maximum.
6. Drawbar height must remain set, before, during, and after pull or disqualification will result. Stop will be run all the way down. No part of drawbar shall enter cab or driver compartment.
7. All vehicles must have a safety (secondary) hitch. This hitch must be as strong as the primary hitch and cannot be connected to primary drawbar. The secondary hitch must be mounted 8" below primary for all tractors and 12" below primary for all trucks. This hitch should be a minimum of 1/2" thick and shall not interfere with measurement of the primary hitch.

### **Driveline/Driveline Shield**

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

For all pulling vehicles that use solid driveline shields over 16" in length (including intermediate shafts):

3. All driveline shield components must be tethered on each end by 2 opposing restraints. Tethers must attach at 180 degrees of each other and a minimum of 3" and a max of 6" from each end of each driveline shield component.
4. Tether to be constructed of a minimum of 2" wide by 1/8" thick nylon or polyester strap. One end of the tether must attach to one side of the chassis, then go around the driveline shield, then attach to the other side of the chassis. Tether must be attached to chassis by a minimum of one 3/8" grade

- 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself.
5. FWD Drivelines that use driveshaft hoops must use same tether configuration to be attached to main or common hoop holder between chassis and hoop assembly.
  6. Diesel Trucks: Vehicle must have 3 round metal loop shields.
    - a. 360-degree loop must be a minimum of 3/8" aluminum or 5/16" steel, 3/4" wide (or wider) and not more than 2" from the shaft in any direction.
    - b. End loops to be placed no farther than 6" from Universal joints with a 3rd loop in center of shaft.
    - c. May use a solid tube (3/8" aluminum or 5/16" steel) to meet the above requirements.

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

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

### **Engines**

1. All vehicles must have a 1/4 inch steel shield 1 inch wide, 360 degrees around harmonic balancer, no more than 1 inch away from balancer; water pump may be used. Shields must have strap or straps 1/4 inch x 1 inch that will keep harmonic balancer from working forward. Shield not required on SFI approved balancer.
2. All vehicles must have adequate catch can on radiator. Minimum size is 1 quart. How much water on track is disqualifying will be to the tech officials' discretion.
3. All vehicles must have engine side shields minimum of .060" thickness, side shield must run full length of block casting and must go from base of head to 2 inches below crankshaft throw, solid frame may serve as part of shield. TNT Truck & Tractor Pull highly recommends side shields above sparkplug.
4. There will be a 1% tolerance on all engine measurements.

### **Exhaust System**

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

## Fuels

1. All fuels must pass fuel test according to specs.
2. No nitrous oxide or nitro methane. No oxygen carriers or combustion accelerators. No diesel (excludes diesel classes) or propane. See class rules for individual fuel rules.
3. All pulling vehicles are required to have fuel dump valve for easy sampling purposes.

## Kill Switch

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

## Dirt Deflecting Devices

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

## Safety

1. All pullers, in every class, will only be given one warning for a safety violation. On the second violation the vehicle may be disqualified and may not be allowed to pull for at future events at the TNT staff's discretion.
2. Complete fire suits are mandatory in all classes and are required to fit properly and be zipped. This must be at least a single layer suit including head socks, shoes, socks, neck brace, and gloves. Fire shoes can be substituted by fire socks + a leather boot (no tennis shoes allowed).
3. Helmets with full face shield are required to be worn in all classes. Face shield must be in the down position while pulling. **HELMETS MUST BE SNELL CERTIFIED AND YEAR 2015 OR NEWER.**

4. Fire extinguishers are mandatory in all classes. Extinguishers must be within easy reach of the driver and must be 2 pound minimum, in proper working order, and with proper working gauge.
5. No fuel pressure gauges, fuel pumps, or tanks (factory installed only) in driver's compartment.
6. Vehicle can have factory tints or clear plexi-glass type front, back glass and sides if used. If tint is darker than factory color, tech official must approve.
7. All vehicles are to be operated in a safe manor, before, during, and after the pull.
8. All axle bolts must be covered. Shield not to be bolted to hub or axle and must be .060 inch thick.
9. All 2WD vehicles and tractors must have wheelie bars. The wheelie bars must be a minimum of 2 inches back from farthest point of tire, must be no more than 10 inches off ground and a 5" square pad on bottom. Measurement is taken from rear most part of tire to front of pad.
10. All vehicles must be in neutral or park while being hitched or unhitched. A neutral safety light is required on all vehicles. An automotive quality white light, a minimum of 2 inches in diameter must be mounted above or below the safety kill switch at the rear of the vehicle. A light in driver's compartment must be operated off the same system. Both lights are to be activated by the shift lever so that the lights will be lit only when the vehicle is in neutral. Drivers are required to have hand in air to signify vehicle is in neutral.
11. All vehicles must be equipped with a neutral starting switch. Vehicle will start only in neutral or park.
12. All vehicles must be equipped with "Dead Man" throttle.
13. Side shields must be securely fastened to the vehicle.
14. All tractors must have a roll cage with a minimum of .120 wall thickness tubing minimum of 1 3/4 inch steel or chrome moly tubing. Cage will attach to tractor at a minimum of 6 points. There will be 2 tubes coming over driver's station with 1 lateral bar going around the cage approximately shoulder height. There will be 1 bar under the seat a minimum of 1" square tubing. There will be 2 diagonal braces running from frame rails to the front tube of cage at a maximum 30-degree angle. Must use grade 8 or better bolts when securing cage to tractor. An SFI approved 5-point harness with quick release clasp will be required in all roll cages.
15. Safety check sheets will be filled out and signed by a tech official and puller on each vehicle during the current season. Puller will be given one pull to fix any safety infraction found in the initial inspection. If not fixed by the next pull, vehicle will not be allowed to pull until fixed. These will be kept on file.
16. TNT reserves the right to inspect any vehicle at any time. Refusal will result in disqualification.

### **Supercharger/Turbochargers**

1. All supercharged motors are required to have SFI approved blower restraints.
2. All supercharged motors must have blower belt shield. Shield must be width of blower pulleys and extend to center of crank.

3. All turbocharged engines must meet the following rule in regards to cross bolts in the exhaust pipe: one set of two (2) 3/8" minimum grade 5 bolts in the horizontal portion of the exhaust pipe(s) as close to the turbo as possible. Bolts are to be installed at 90 degrees to each other and within one inch of each other. A second set of two (2) 3/8" minimum grade 5 bolts in the horizontal portion of the exhaust pipe(s) within two (2) inches of the first set of bolts. Bolts are to be installed at 90 degrees to each other and are to be indexed 45 degrees from the first set of bolts. Any pickup truck that is not licensed for the street is required to have the above bolts.

### **Tires**

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

### **Weights**

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

### **Sponsorship Stickers**

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

### **First puller option**

1. The first puller (first vehicle to hook to sled for the class) must make a full attempted hook and will then have these options:
  - a. Keep the hook
  - b. Drop the hook and come back immediately
  - c. Drop the hook and come back after 5 pullers
  - d. Drop the hook and come back at the end of the class
2. If the first puller does not make it at least 175', their options are to:
  - a. Keep the hook
  - b. Drop the hook and come back immediately
  - c. Drop the hook and come back after 5 pullers
  - d. They will NOT have the option to come back last.

3. If the sled is reset, the first puller will go to the end of the class and come back in the original line up.

### **Competition Rules**

1. When class is started, pullers are to be in their vehicles 3 deep and READY to pull to prevent delays in the class.
2. All pulls will start with a tight chain. No jerking allowed. On the first attempt there will be a three-minute time limit to hook to the sled after the sled is ready.
3. If the test puller (1<sup>st</sup> puller in class) goes past 330 feet, the sled must be reset.
4. In the case of the sled being reset, the competitors that have already pulled will come back at the end of the class in the original pulling order. The sled must be official, and the finish line determined before the fourth vehicle hooks.
5. If a delay of 45 minutes occurs the class must be started over in the original pulling order.
6. Pullers are allowed two (2) attempts to cross the first tech mark (75' on short tracks, 100' on long tracks). Each puller will have three (3) minutes, once the sled is spotted, to hook to the sled. If on the first attempt the vehicle breaks, the puller can take a mechanical drop (drop five places) and return. The last vehicle in competition will have eight (8) minutes in the event of a mechanical failure, once the sled is spotted, to hook to the sled. Competition vehicles can only take 1 mechanical drop per class.
7. Vehicles, not the sled, must remain within side boundaries (after class is official) of designated track during pull or will be disqualified. If any part of the vehicle tires touches any part of the out of bounds line during or after the pull while hooked to the sled, the puller will be deemed out of bounds.
8. If driver is not ready when his turn comes up, due to mechanical problems, he will be able to drop five places in the class or forfeit. Mechanical problem is to be confirmed by tech official before vehicle can drop.
9. In the event of a malfunction (sled, etc.), puller has the option to drop five places or pull right then.
10. Any weights or safety equipment lost while hooked to the sled will be cause for disqualification.
11. Excessive loss of liquid by a vehicle while in forward motion during a contest will be cause for disqualification, unless due to internal breakage.
12. Driver is to weigh with the vehicle. Vehicle must already be full of fuel and ice for the pass. You may not add either after you have crossed the scales. Top three vehicles are subject to be re-weighed at any time. Vehicles original weight will be the class weight or less. At any time after a vehicle pulls it is sent back to the scales to re-weigh there will be an allowance of no more than 20 pounds. To verify scales, tech official can send a minimum of three vehicles back across the scales to be reweighed.
13. While vehicle is at scales weighing, only one crew person is allowed in the scale master area (on the side where box is displayed).

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

1. Membership is \$250 per vehicle. Hook fee for members in these classes is \$30. Membership includes that one vehicle, one driver, and one alternate driver.
2. Hook fee for all NON-MEMBERS in a POINTS class is \$100.
3. For any class that is scheduled/pulled but is not a points class, the hook fee will be \$50.
4. Any other person who wishes to pull a “MEMBER” vehicle but is not listed as an alternate driver will pay an annual fee of \$50 in addition to their hook fee. This will be referred to as a DRIVER ONLY MEMBER.
5. If a “member” vehicle is sold to a new owner, the membership is void along with any points it has accumulated.
6. Voting Rights: Each puller who wishes to have a voting right for the following season must be a current season member and have pulled in at least 75% of the hooks for their individual class.  
Alternate Drivers or Driver Only Members will not have voting rights but may attend annual rules meetings.
7. **Points:**
  - a. In order to pull, you must be on the grounds and registered, and entry fee paid 30 minutes prior to the start of your class. If you are UNABLE to arrive at least 30 minutes before your class starts but ARE ABLE to scale and register BEFORE THE CLASS IS OVER, you may still pay your entry fee and pull but will only get 5 show up points and no payback for placement. You will be the last puller in that class. The same will apply for non-members - you may still pay the entry fee and pull but will not receive any payback.
  - b. To receive your 5 show up points, you must pay your entry fee and cross the scales. If you are unable to hook due to mechanical issues, you will receive show up points, but will not receive a refund on your entry fee.
  - c. In order to get last place points vs. show up points for the event, you must hook to the sled under your own power and make an attempt to pull.
  - d. Placing points will be awarded as follows: 1st place = 20 pts, 2nd place = 19 pts, 3rd place = 18 pts, 4th place = 17 pts, 5th place = 16 pts, 6th place = 15 pts, 7th place = 14 points, 8th place = 13 points, 9th place = 12 points, 10th place = 11 points, 11th place = 10 pts, 12th place = 9 pts, 13th place = 8 pts, 14th place = 7 pts, 15th place = 6 pts, 16th or lower = 5 pts.
  - e. If there is a tie at the end of the year for any places, the top placing will go to the competitor with the most 1st place finishes. If tie remains, then the most 2nd place finishes, etc.

- f. At the end of the season, the top 4 finishers in each class will receive a percentage payback of the points fund for that class as follows: 1st place = 40%, 2nd place = 30%, 3rd place = 20%, 4th place = 10%.
- g. 10% of each payout check at each event for the point series classes will be taken and put into the points fund.
- h. If you are disqualified at an event for ANY reason, you will not receive a payout. That money will go into the points fund for the class that you pull in. You will receive applicable points per your finish placement (i.e. - if there are only 8 participants and you are DQ, you would still receive 8<sup>th</sup> place points).
- i. 75% of a class pulled will make the class official. Once official, if the remainder of the class is cancelled for any reason, the purse and the points will be split equally for all competitors based on the number of entries in the class.
- j. If any less than 75% of the class is completed and the class is cancelled (rained out), entry fees will be refunded, and all pullers will receive 10 points but no payout.
- k. If the event is rained out before registration opens, no points will be awarded.
- l. Points are awarded by the pulling vehicle. If the vehicle changes ownership during the season, the new owner will start over on the points.

**Points Classes for 2024:**

Super Modified 2wd Trucks

LLSS

10,000 lb. Hot Farm Tractors

Super Modified 4wd Trucks

3.0 Diesel Trucks

Hot Rod Tractors

***Checks will be handed out at each event no sooner than 20 minutes after the class ends. No checks will be mailed so it is important to pick your check up before leaving. Any check not picked up by the end of the year, will be voided.***

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

### **Body/Chassis**

1. Tubular steel frame is allowed.
2. The maximum length of the vehicle is no more than 15 feet from centerline of rear axle to forward most portion of the vehicle including weight racks.
3. The 15-foot from center of rear axle overall rule will apply to all TWD vehicles with the exception of a 10-inch over-length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed past 15 feet.
4. Must run a minimum of 14-inch front rims with an automotive or front tractor tire.
5. Any wheelbase is permitted.
6. Front wheel and axle to remain in the visual center of the front wheel well. Maintain minimum of 2 inches of complete original type wheelhouse forward of front wheel. Must be able to see forward most part and rearward most part of tire from a side view.
7. Any type of hydraulic or air devices to raise or lower the front of the chassis is not allowed.
8. A limit of 4 wheels in contact with the ground. (No gauge or assist wheels)
9. Maximum width of vehicle is 8 feet
10. Chassis (frame) may be truck frame or fabricated frame like Modified tractors.
11. Vehicle may compete without tailgate or rear door(s) for greater hook point visibility.
12. Any factory production body truck or van is allowed, including passenger-type bodies.
13. Funny car-type body and/or fiberglass body must have escape hatch or working driver side door.
14. Vehicle must have a presentable van/pickup bed with cover or flatbed in place.
15. Vehicle must have hood, grill, and fenders in place as intended by manufacturer.
16. Vehicle body style must be or have been available from a dealer as mass produced.
17. Vehicle appearance: Fiberglass hood scoops, spoilers, fender flares are allowed. Allowed to use stock appearing pickup truck and van fiberglass bodies and body parts.
18. Driver must be in original driver compartment.
19. Truck beds must be covered during competition.
20. Rear brakes are mandatory
21. All 2WD vehicles must have a presentable front windshield of glass, Plexiglas or Lexan. Does not have to be a full windshield.
22. All vehicles must have vertical bumpers. Bumpers must extend minimum of 8" vertically. The bottom of bumper is to be a maximum of 24" from the ground.
23. Only ¼" Lexan, .060 steel, or 3/16 aluminum are the only materials allowed for firewalls. No Plexi-glass firewalls permitted.
24. No fuel tanks, fuel lines, pressure gages or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
25. Non-planetary rear ends must run axle covers.
26. All driveline shielding to be no less than 1/4 steel or 3/8 aluminum. 360 degrees around driveline.

**Ballast Weight:**

1. Weights are not to extend forward of maximum length stated in Body/Chassis – rule 2 above or rearward more than 12 inches from hitch point.

**Engine**

1. Vehicles are limited to a single automotive-type engine
  - a. Automotive engine is any engine or its replica available in a passenger car. Maximum (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted.
  - b. Engine limited to 575 cid, and two (2) valves per cylinder at all levels of TNT competition.
  - c. The use of electronic control devises for ignition timing (i.e., MSD 8973, Power Grid, Six Shooter) are not allowed. No computers allowed that control any mechanical operation of the competing vehicle. No electronic fuel injectors or metering devices will be allowed. No automated or computer operated traction control devices.
2. Engine must be in stock location, which is defined as being within engine compartment as manufactured, behind stock grill, and in front of stock firewall.
3. Vehicle may run without radiator, and engine may be moved forward, but engine must stay behind the grill.

Note: Entire engine to mean anything that is bolted to the engine block.

4. Allow only single staged turbocharges in this division and must therefore follow the safety rules that apply to all turbocharged engines.
5. Only one (1) sparkplug per cylinder. If two plugs are on engine, competitor must disable one ignition system by means other than a switch; i.e. removal of spark plug wires on either end or by removal of the distributor for that system.
6. Fuel injection (and carburetors) and headers may protrude through the hood.

Note: Bubble or scoop is optional, but if used, the scoop or bubble must cover the carburetor(s) of fuel injection, if induction system protrudes through the hood.

7. Vehicles must have vertical exiting exhaust. Height to be a minimum of eight (8) inches above the bend in the pipe which discharges vertically measured from the top of the pipe to bottom of bend.
8. All burst panels must face away from the driver.
9. Maximum bore spacing is 5.00"

**Super Chargers**

1. Maximum super charger limit is 14-71 hi-helix. No screw type superchargers permitted.
2. SFI blower restraints must be attached to engine.

#### **Fuel**

1. Only 100% methanol may be ran with only top lube or fragrances. No nitromethane or oxygen carriers allowed.

#### **Tires**

1. Maximum rear tire size: 18.4 x 16.1 with a maximum of 143-inch circumference when inflated to 28 psi. mounted on an 18-inch wide rim. Tread width not to exceed 19.5 inches.

#### **Hitch**

1. Maximum hitch height – 30 inches
2. Hitch must be no less than 18” from center of rear end to hook point.

#### **Weight**

1. Maximum weight of competition vehicle is 6200 lbs. (including driver)
2. Fuel tank must be full of fuel on scales when weighed.

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

**This class will abide by NTPA rules for 2024 with the following exceptions:**

1. Tractors that have removed the tub (belly)-type frame will be required to have 100 lbs of non-movable weight mounted onto the belly of the tractor.

#### **Weight:**

1. This class will compete at 6250 lbs. No tolerance.
2. All tractors must carry at least 200 pounds of moveable weight.

#### **Engine:**

1. Engine must match brand of tractor. Engine crankcase, block, and cylinder head must be of same manufacturer or factory replacement and can be used in any agricultural transmission and rear end that used that brand of engine or through its company mergers used that brand of engine.
2. Must be OEM engine block, no Billet steel or aluminum blocks.
3. Rear of engine must be in stock location for make and model of rear end and transmission housing, with a maximum tolerance of a 1” adapter plate.

4. No V-8 engines permitted.
5. No Overhead cams allowed.
6. Maximum allowed "P" pump. Only one plunger per cylinder allowed.
7. No electronically controlled fuel systems allowed.
8. No secondary source of fuel (liquid or gas) or oxygen enhancer allowed.
9. Water injection is allowed.
10. Computer can only be used for data acquisition, may not be able to control engine timing, or fuel delivery. No traction control.
11. Maximum of 315 cu in for twin turbo charged diesel engines with Intercoolers. (Turbo (s) must be staged). This engine combination can run a maximum of two 3 x 4 smooth bore turbos. No MAF enhancement.
12. Maximum of 360 cu in for twin turbo charged diesel engines and no intercooler or after cooler allowed. (Turbo (s) must be staged). This engine combination can run a maximum of two 3 x 4 smooth bore turbos. No MAF enhancement.
13. Maximum of 410 cu in for single turbo charged diesel engines. Intercoolers allowed. This engine combination can run a maximum of one 3.4 x 4 smooth bore turbo.
14. Maximum of 470 cu in for single turbo charged diesel engines. No Intercoolers allowed. (The 478CI Hercules engine will be legal to run in its factory combination 0% variance on CID). This engine combination can run a maximum of one 3.4 x 4 smooth bore turbo.
15. Alcohol Engine maximum of 370 cu in for single turbo charged alcohol engines. No intercoolers allowed. This engine combination can run a maximum of one smooth bore 3 x 4 turbo.
16. Any excessive fluids left on track during competition for 3 consecutive pulls subject to disqualification at Tech's discretion.

**Turbo Restrictions:**

1. Diesel engines that will be allowed to run a 3.4 x 4 smooth bore turbo, the compressor wheel must protrude into the housing 1/8<sup>th</sup> of an inch and the compressor wheel must measure no larger than 3.400" at the face of the wheel.

2. **No superchargers allowed.**

**Cylinder Heads:**

1. **Cast iron OEM cylinder head for that brand and model engine. No billet or re-cast cylinder heads allowed.**
2. **Maximum of 2 valves per cylinder. Valves must maintain the factory angle, lateral movement of valves only. Valves must seat in the bottom of the OEM head on all 6-cylinder engines.**
3. **One spark plug per cylinder ONLY.**
4. **Maximum of one deck plate will be permitted between the top of the block and the bottom of the cylinder head, with a maximum thickness of 1 1/8<sup>th</sup> inch.**

**Chassis:**

1. **Maximum length 13' measured from center of rear axle to forward most point, excluding tow hook. Maximum wheelbase 114".**
2. **Front end suspension allowed, swivel axle front ends will be accepted.**
3. **All housings must stay in place, bolted rigid in all other chassis.**
4. **Auxiliary transmission will be permitted.**
5. **Tractor using a full frame must locate engine at or above centerline of rear axle. Tractors will cast tub (belly) type frame (Oliver, White, Cock Shut) allowed to remove structure from front of transmission housing forward. Full frame extending from front of tractor to rear axle-housing bolts must be used to replace tub in this application and will be required to have 100 lbs of non-movable weight mounted onto the belly of the tractor. Weight must be in stock location.**
6. **OEM tractor rear end and transmission housings only will be accepted. Any auxiliary transmission must be in factory housing and can only exit vertically.**
7. **Hitch will be no SHORTER than 18 inches measured from the center of the rear wheel to the hooking point.**
8. **Maximum hitch height 20 inches.**

9. Six buckle SFI approved with 4.1 minimum rating safety blanket to cover clutch housing. May run SFI blow-proof bell housing – must be similar to factory style housing.
10. Must have complete side shields equipped with minimum 0.06 thick steel or aluminum and must be securely fastened to tractor. Cover from top of frame to bottom of hood, from grill to engine firewall.
11. Must have a firewall shield between driver and engine from top of hood to top of transmission or clutch housing, side shield to side shield.
12. 3/8" Steel cable must surround complete block between 1 and 2 cylinders.
13. Front skid plates required on all tractors.

#### **Tires:**

1. **Maximum tire size 30.5 x 32. Minimum tire size 24.5 x 32.**

#### **Fuel**

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

#### **10,000 lb. Hot Farm Tractors**

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

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

16. **Sheet Metal** - All tractors are to look standard for its year make and model in appearance. All major factory sheet metal is required.
17. **Stabilizer Bars** - Stabilizer bars are required (no wheels allowed). The stabilizer bars cannot be welded or bolted to the hitch in any way. The stabilizer bar must extend a minimum of 32 inches rearward from the center of the rear axle. The skid pad cannot be more than 10 inches off the ground. The skid pad must be a minimum of 5"x 5" square. A minimum of 20 inches is allowed between the 2 skid pads. No cross bars are allowed on the stabilizer bars behind the hook point. In addition to the stabilizer bars, the vehicle must have a brace that extends vertically 12 inches from the rear most tip of skid pads. There must be support brace extending inward to frame, axle or top of stabilizer bars. Design and material used must withstand impact of sled and support the weight of tractor. Vertical brace should extend rearward a minimum of 2" from radius of rear tire.
18. **Seat belts** – 5-point harness is required and must be worn while in competition.
19. **Shields** - Side shields are mandatory on both sides of the engine and cover the entire engine. Either aluminum or steel not less than 0.060" thick. There must be a fire wall that separates the operator from the engine compartment with no hole more than ½ inch in diameter for controls to pass through. A 0.060" thick or .120" thick aluminum must run between frame and under the harmonic balancer to prevent loss of harmonic balancer from tractor.
20. **Tie Bars** – Tie bars are mandatory on all tractors.
21. **Tire Size** - 20.8- 38.
22. **Throttle** - Throttle lever must have a double spring installed such that if the throttle lever is released, the engine will return to idle. Throttle must function such that moving the throttle lever forward, increases the engine speed.
23. **Tube Frame and Front End** - Aftermarket frames and front ends are allowed and must support the weight of tractor. Ski bars are mandatory on all tractors
24. **Turbo** - Single turbo with 3" maximum diameter of the intake inlet. Bushings may be used but must be permanent. Compressor wheel must enter into the compressor housing. 0.200 Map width enhancement grooves allowed. NO restriction on exhaust wheel

size. Measurement of the inlet will be done by using 3.000 plug or internal calipers measured at the front face of the wheel. Four 3/8" bolts in a cross pattern must be welded in the exhaust pipe, no curve exhaust allowed.

25. **Diesel fuel only.** No compressed gases of any kind allowed as additive. Must pass 4-minute Styrofoam cup test.

26. **Water injection** - Water injection is allowed with water and pump lubrication only. Water may contain crop oil or water-soluble oil. Water must freeze rock solid within 24 hours.

27. **Intercoolers** - NO INTERCOOLERS, AFTERCOOLERS OR ICE BOXES of any shape or form allowed in the air intake system of any tractor.

28. **Wheel Hubs** - Must be steel weld on hubs or heavy-duty clamp on hubs. No cast irons.

29. Pro-fab transmission allowed.

30. .200 Map width enhancement grooves allowed. NO restriction on exhaust wheel size. Measurement of the inlet will be done by using 3.000 plug or internal calipers measured at the front face of the wheel. Two 3/8" bolts in a cross pattern must be welded in the exhaust pipe, no curve exhaust allowed.

31. Block cable: Must be installed between cylinder 1 & 2. 3/8" steel cable with 2 clamps must surround complete block.

32. Rollbars must consist of 3 bars consisting of 2" structure at a minimum.

## **Super Modified 4WD**

### **Engine:**

1. Maximum engine size of 500 cubic inch for supercharged or turbocharged engines with a maximum wheelbase of 170". There will be a 1% tolerance on all engine measurements.
2. Trucks with a wheelbase of 170" or shorter may only run an 8-71 conventional supercharger, 16" case, 16" rotors with a 60 degree or less rotor angle at a maximum of 53.8% overdrive. No retro fit superchargers.
3. No high Helix or Retrofit superchargers allowed.

4. Turbo chargers allowed up to (2) 80 mm. Maximum boost to be 25 pounds.
5. No hemi motor allowed with turbos
6. Acceptable ignition systems for Super Modified 4WD Trucks:
  - a. 6 AL MSD
  - b. 7 AL MSD
  - c. 8 AL MSD
  - d. 10 AL MSD
  - e. Vertex Mag
  - f. Mallory Mag
  - g. MSD 12, 20, 44

May be strictly hooked to crank triggers only and may be strapped by tech on each end of harness. The following are strictly prohibited by TNT Truck & Tractor Pull: MSD Power Grid, any programmable ignition systems, davis traction control, and any other timing control devices that can change timing while going down the track. Data log systems allowed.

7. Rear of the engine block shall be located no more forward than center of front axle. Trucks shall be single engine only.
8. Engine blocks may be cast iron/steel or aluminum.
9. Blower drives must be shielded, and blower restraints must be used.
10. Exposed turbochargers must be shielded 360 degrees with 0.060-inch metal.

**Hitch:**

1. Hitch point for the 170" wheelbase trucks with 8-71 charger, can be no less than 18" and no more than 20" from center of rear axle before, during, and after pulling.
2. Hitch point for the 133" wheelbase trucks with an 8-71 charger, must be greater than 18" from center of rear axle before, during, and after pulling.
3. The max hitch height for this class will be 26 inches.
4. If adjusters are on top, you must have a lock down bolt on top of hitch to be sealed with tie strap from tech to ensure hitch doesn't move.

**Weight:**

1. Weight of the vehicle and driver before, during, and after pull shall be as follows:
  - a. 170" wheelbase or 133" wheelbase with 8-71 charger – 6600 lbs.

**Tires:**

1. Trucks may run Maximum farm implement tires that have a maximum of 19.5" tread to tread. Tires must have brand name and size on them (ex: Mayhill, Nichols, Pitbull Tires)

**Body:**

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

**Other:**

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

Rules for this class are locked for one year until 2025.

**3.0 Diesel Trucks**

**Max weight of 8000 lbs. (Weight is with driver/ice/fuel)**

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

**3.0 Rules**

1. Ballast is permitted. Front hanging weights are permitted. Front ballast and ballast mounting point must be easily removable, but securely mounted. May not extend more than 60 inches from the centerline of the front axle and be high enough to clear scale and other pit obstacles. If it hits the scale, it must be removed to compete. Ballast may be added to the bed of truck. If used it must be securely fastened to the bed.
2. The Batteries must be securely mounted can be in anywhere, but if in cab must be covered completely.

3. The body must be OEM truck body with a complete metal firewall. Beds must be covered. No flatbeds permitted. The body must retain full metal, aftermarket steel hoods are permitted. Hood must be closed and securely latched while hooked to the sled.
4. Front wheel hydraulic functional brakes are mandatory.
5. The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Back half conversions, tube chassis, etc., are prohibited.
6. Non-OEM rear-end housings are permitted.
7. An OEM transmission and transfer case are accepted. They may have been an option on a one ton or smaller pickup. Driver Restraint System or the OEM restraint system is mandatory and must be worn. Driveshaft Loops: All trucks must have at least six (6) inch wide u-joint shields around all u-joints on rear drive shaft constructed of at least 1/4 steel or 3/8 aluminum that will safely contain the u-joints and the ends of drive shafts. Any u-joint on the front axle that can be seen from front or side of truck must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle
8. The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic Inch limit of 444 CI. Water pumps may be factory or electric powered. Electric cooling fans are permitted.
9. All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment or through the hood. Stacks' exiting through the fender well are prohibited. Four (2) 3/8-inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as possible. This will be teched. Bolt heads welded to the pipe or sheet metal screws to mimic this will be grounds for disqualification.
10. A fire extinguisher system is permitted; it must be securely mounted All vehicles must have at least a 2 1/2 lb extinguisher with working gauge mounted within drivers reach.
11. Diesel fuel ONLY
12. The fuel injection pump is limited to cylinder number specific (i.e. 6-cylinder pump on a 6-cylinder motor). Dual high-pressure common rail fuel pumps or HPOPs are permitted. P3000 or

P7100 only Ag governors are allowed. No Sigma or 12-cylinder pumps allowed. A 3-way dump valve must be installed close to pump on all manual pumps and operated from the driver's compartment. Hand throttles may be used and must be spring loaded to return to idle when released. P3000 or P7100 only on P Pump trucks. No 8600 pumps.

13. All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

14. The hitch may be a receiver- style hitch or a custom drawbar type. Reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle and must remain inside the frame rails. The hooking point must be the rear most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be stationary in all directions. Bumper may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum of 3 inch by 3 3/4 inch inside opening for the sled hook. The hooking point must be a minimum of 44 inches from the center of the rear axle, to the end of the hole where the hook touches metal to be pulled from, this is the hooking point. Hitch adjuster runs down and forward.

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

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

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

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

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

20. The factory suspension configuration must be retained. Modifications to the front suspension that would alter the original location (I.e. moving it forward or backward) is not permitted. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.
21. The tires must be DOT street tires, with a tire limit size of 35 inches. Cut tires are prohibited.
22. Transfer case – After-market allowed
23. Automatic Transmission - Non - OEM transmissions are prohibited. The transmission must have been an option for a one ton or smaller truck. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non -OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. All transmission lines must be metallic or high-pressure type hose. All automatic transmissions must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI Spec 4.1 and it must be from the rear of the engine block and extend rearward onto the transmission, with a minimum of six (6) inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1
24. Manual Transmission: After-market transmissions are allowed. Must have an SFI Clutch and Flywheel spec of 1.1 or 2.1. SFI approved Blanket of 4.2 or SFI Clutch can with a Spec of 6.3
25. The vehicle is limited to a single 3.0 smooth bore only. NO MWE allowed. Must protrude no less than 1/8 inch into a 3-inch bore.
26. Water injection is prohibited. All system components must be removed from truck
27. Turbo charger: no map enhancements. 3.0 smooth bore only.
28. The vehicle must retain the original factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. All 3.0 Trucks with open driveline, truck wheelbase must not exceed 158 inches.

## **Hot Rod Tractors**

1. Tractors are limited to automotive type engine. Two valves per cylinder. 600 cubic inch limit. 1% tolerance.
2. Engine must be naturally aspirated with one carburetor. Must run all Ford or all Chevy motor (GM style block must run GM style heads; Ford style block must run Ford style heads – **no c-style heads**). No tunnel rams, maximum 2-inch spacer or adapter under carburetor. Carburetor must be stock in appearance. No split carburetors allowed. INTAKE HEIGHT WILL BE DETERMINED BY MEASURE FROM TOP OF CHINA WALL TO BOTTOM OF CARBURETOR FLANGE. MUST NOT EXCEED 11 INCHES. NO SPREAD PORT HEADS.
3. Maximum length 14 feet from center of rear axle to farthest most point, including weights, excluding tow hooks, or lifting hooks.
4. Original agricultural tractor rear ends, 2WD only. No aftermarket replacement parts. Inboard planetary allowed. No outboard. Skidder rear ends are allowed.
5. Any drive line from rear-end to motor.
6. Tire size: 18.4x38 LIMIT. Cut Agriculture Tire only.
7. Must have wheelie bar mounted solid to frame capable of supporting tractors weight. No part of hitch may be connected to the wheelie bars.
8. All drivers must be seated and in control of pulling vehicle anytime motor is started or being started.
9. Seat belts (5 point harness) are required and must be worn while in competition.
10. All tractors must have individual working rear brakes.
11. All tractors must have a solid barrier between driver and rear wheels. Barrier must be capable of supporting drivers' weight.
12. All tractors must have wide front ends. Front wheels must track with rear wheels.
13. Hitch height 20 inches and must be parallel to the ground (15 degrees). No attachment point above top of rear end housing.
14. Hitch must be no less than 18 inches from center of rear axle to hitching point.
15. Racing fuel or alcohol is permitted. Nitrous is not acceptable, nor is any bottled fuel or pressured tank.

16. All remaining exposed drive shafts will be shielded 360 degrees by 3/8-inch aluminum or 5/16 steel. Drive shaft must be completely covered, minimum ¼ inch visible at either end.
18. Weights must not extend beyond rear tires.
19. All tractors must have a fuel dump valve for random fuel testing.
20. Weight on class is 5250 lb. (no tolerance).

## **TNT Protest Procedure**

**Protest must be submitted on a TNT protest form to the TNT secretary within 10 minutes of the end of the class being protested. The protest form is available at the registration table at each event. Once the protest has been submitted, it cannot be withdrawn. In the case that protestor does want to withdraw protest, the fee will not be refunded and will be split between person being protested and the tech official per the fee schedule documented in this procedure.**

- 1. Protest must clearly define 3 things – 1) Driver and vehicle name being protested, 2) What is being protested, and 3) Who is protesting.**
- 2. Protestor must be a current, paid TNT member in the class that they are protesting (full membership – Driver or Alternate Driver but not a “Driver Only Member”). Any puller in the class who is a member as described above, can protest regardless of their finish position.**
- 3. A protest fee must be submitted along with the TNT protest form. The fee must be in cash.**
- 4. Once a protest has been confirmed, the vehicle being protested will be quarantined on the track, visible for all to see. Cones will surround the vehicle, and no one will be allowed inside cones.**
- 5. Once the protest inspection begins, only the Tech Official, owner of the protested vehicle, and one crew member may be present during the teardown.**
- 6. If a vehicle is found illegal, the protested puller will lose all prize money and points for the pull and will not be**

**eligible to pull protested vehicle for 2 consecutive pulls. If the vehicle is found illegal twice for the same infraction, the vehicle loses all accumulated points and the driver/owner are ineligible to pull for one year + one day from date of second infraction.**

**7. If protested puller refused to allow protest to happen or continue until complete, that vehicle will not be allowed to compete for 12 months from the protested date.**

**8. Protested puller is responsible for teardown of vehicle.**

**TNT Tech decision is final.**

**Protest fees:**

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

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

\$200 will go to the techs performing the procedure

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

**\*Fuel, Water, Turbo, Hitch, Wheelbase, Carburetor, Blower, Weight box, Sled, Nitrous, Transmission, etc. - \$300**

\$100 will go to the techs performing the procedure

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

## **Teardown Procedures:**

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

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

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

- 1. Protested vehicle will be given an adequate amount of time to cool (tech's discretion).**
- 2. Tech has the choice of which head to pull or which cylinder to check.**
- 3. There will be no cubic inch pump protest in any class. All cubic inch protests must be done with a complete tear down of motor with measure of bore and stroke for accuracy.**

### **Diesel Fuel check procedure:**

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

**Turbo PROTEST procedure:**

**To check the turbo in the case of a protest, the person requesting the protest must specify if they are protesting the intake or exhaust. These are 2 separate protest and will cost \$300 each. For the protest of the intake, the cover housing will be removed. If the puller refuses to have the housing removed, they will be deemed illegal.**