

2017 Truck Pulls

Wednesday, August 9th, 2017

Erie County Fair

Sandusky, Ohio

Gates Open at 5:00 - Pull Starts at 7:00

DIESEL CLASSES & PURSE:

8000 lb. 2.6 Diesel - \$650 = 225*175*125*75*50

8000 lb. Work Stock Diesel - \$650 = 225*175*125*75*50

GAS CLASSES & PURSE:

6500 lb. Limited Street Gas - \$650 = 225*175*125*75*50

6500 lb. Cheater Stock Gas - \$650 = 225*175*125*75*50

1. The contest is to be governed by judges and all decisions will be final. The judges have the right to stop any pull if it is being operated in an unsafe manner. Failure to obey officials will be automatic disqualification.
2. A drivers meeting will take place 10 minutes before the pull starts.
3. A truck may be entered multiple times per class with different drivers; but only one driver will be awarded.
4. All trucks must weigh-in before each pull or be disqualified. The top 5 will also be weighed out.
5. Weights must be secure, not in cab or engine compartment. Lost weight under green flag conditions is immediate disqualification.
6. No horseplay in the pit area or on the track.
7. Drawbars are to be measured prior to pull. After drawbar has been measured, the drawbar can not be altered. Drawbars are subject to re-measuring after the pull at the discretion of the track official.
8. Each pull must start with a tight chain. No jerking or hot rodding allowed.

9. Trucks will have 75 ft. to start. Sled must not move beyond 75 ft. marker for a contestant to be awarded a second chance at the pull. Judges will determine if a driver made a valid attempt to stop.
10. If a truck breaks down before 75ft. and the contestant is able to successfully repair their vehicle before the class has ended, they may return in last position.
11. Pulling vehicles must stay within the marked boundaries of the track. Failure to do so will result in disqualification.
12. Any safety items, such as fire extinguishers, safety blankets, fire jacket and helmet are accepted and highly recommended.
13. All minors must have written consent of parents or guardian to enter the contest. All contestants must have a valid driver's license.
14. We will hand out pulling order numbers when you sign up for each class. Please display your number on the drivers' side window or on the dash. Please pay attention to the pulling order so we do not have to delay the event to search for you.
15. When staging for your class, if you are not to your vehicle after the second call you will be disqualified and not permitted to pull.
16. Clevis must be furnished, with a minimum 4-inch hole for hooking to sled and must be in normal bumper position. Hitch must be frame mounted only. No trick hitches or floating hitches. Hitch must be rigid or solid in all directions.
17. A \$20 entry fee will be required for (1) truck with one (1) driver per class. Each additional class entered requires an additional \$20 fee.
18. All drivers, pit crew and spectators will pay Regular Fair Admission price.
19. There will be NO Smoking in the Grandstand, Arena, or Staging Area.
20. No Alcoholic beverages permitted on Erie County Fairgrounds Property. Any driver caught drinking before or during the pull will be disqualified.
21. Erie County Fairgrounds will not be held responsible for accidents or damage to tractors, trucks, drivers or spectators. All drivers will pull at their own risk.
22. No passengers at anytime in pulling vehicle in the grandstand area or on the pulling track.
23. Any questions will be answered by Pull Committee.
24. All Rules subject to change by Pull Committee.

8000 2.6 Smooth bore diesel

Chassis & Suspension

1. 8000# max weight limit with driver
2. OEM chassis is mandatory and full OEM chassis must be retained. Factory chassis width must be retained. No wheel tub conversions, tube chassis or back half conversions are allowed.
3. Engine must be in the OEM location.
4. Rear frame trusses permitted but must retain full rear frame rails as well.
5. Solid rear suspension allowed, no springs required.
6. Factory front suspension must be retained. No modifications allowed to alter the original location of the housing. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Traction bars are permitted. Air shocks prohibited.
7. OEM factory wheelbase must be retained.
8. Hanging weight permitted and must not extend more than 60" forward of the centerline of the front axle. Weights can be hung on a bar or in a closed box.
9. Drawbar style hitches permitted. Reinforcing and bracing permitted. No part of the hitch is to be any farther forward than the centerline of the rear axle. Pivot point and all other bracing is to be no higher than the top of the frame rails. Hitch must be stationary with no up and down or side to side movement while pulling. Draw bar is to have a maximum angle of 33 degrees while the hook plate must be parallel with the ground at pulling hitch height. Draw bar plate must have a 3x3 ¾" hole at the minimum. Hook point of the draw bar plate must be at least 44" from the centerline of the rear axle.
10. 24" maximum hitch height

Driveline

1. 1 ton or less OEM driveline housings only. Aftermarket internals permitted. This includes front and rear axle housings, transmissions and transfer cases.
2. Rear axle bolts must be covered with center cap or shield.
3. Tires must be DOT approved and unaltered with a maximum size of 35x12.50. Single tires front and rear only. Absolutely no dual wheels permitted.
4. Automatic trucks must run a transmission shield meeting SFI spec 4.1. A flexplate meeting SFI spec 29.1 must also be used. A transmission blanket meeting SFI spec 4.1 is also required and must cover the transmission from the back of the engine block to the tail housing of the transmission case.
5. Manual transmission trucks must be clutch assisted. No sequential shift transmissions allowed. Clutches must meet SFI spec 1.1 or 2.1. A flywheel shield with an SFI spec of 6.3 or greater is required as well. In applications where an SFI approved flywheel shield is not available, an SFI spec 4.1 or 4.2 blanket may be substituted and must completely cover the bellhousing.
- 6.

Truck

1. Body must be the OEM truck body including full factory bed floor and inner structure. Body must retain full sheet metal. Complete OEM firewall and Complete OEM floor pan must be maintained. A factory installed pick up bed or commercial style after market bed must be installed. No flat beds permitted.
2. Batteries must be securely mounted. They may not be mounted in the cab or forward of the radiator core support.
3. Complete functioning headlight and taillight assemblies are required. Right front headlight may be removed for air inlet to engine.
4. Complete OEM windshield, back window and side glass must be retained. Drivers window must be operational.
5. One securely fastened seat required.
6. Hand throttles permitted
7. Rear bumpers not required
8. Front wheel hydraulic brakes are mandatory
9. Radiators must be in stock location and of at least stock size. Block and head must freely circulate coolant.
10. All exhaust must exit upward and behind the cab. No hood or fender stacks permitted. Two 3/8 diameter bolts must be installed in the downpipe in a cross pattern. Bolt heads welded to the pipe or anything else of the sort to mimic this is grounds for disqualification.

Engine

1. Engine is limited to a stock appearing OEM compression engine that was commercially available in a one ton or less truck.
2. Cubic inch limit of 444Ci.
3. Shelf style intake manifolds allowed. No individual runner intakes are permitted. Ie, ZZ Customs
4. Water pumps may be electric or mechanical. Electric fans permitted.
5. Fuel injection pump is cylinder specific, (ie. A 6 cylinder pump on a 6 cylinder engine). The use of multiple high pressure common rail fuel pumps and HPOPs is permitted. P-pumps allowed are the P3000 and P7100. Ag governors allowed. No SIGMA or 12 cylinder pumps allowed.
6. All engines turning more than 4500 rpm must be equipped with a harmonic balancer meeting SFI spec 18.1
7. Factory or aftermarket single core air to air intercoolers permitted. Must be mounted in front of the radiator but behind the grille. Air to water intercoolers prohibited. No use of water or ice period.
8. No pressurized injectible's such as propane, nitrous oxide, methanol or water permitted whatsoever.
9. Turbocharger must have a smooth faced intake housing limited to a 2.6" inlet with no map ring and all air must enter through the 2.6" opening. Intake wheel must protrude

into the opening bore at least 1/8. Frame size is open, but the intake and exhaust flange are to be no larger than a T4 size. Billet compressor wheels allowed.

10. Covers will be plugged from the backside to verify where the wheel protrudes is a maximum of 2.6". Turbo will be checked with a 2.605" plug. ^4 Powerstrokes will be permitted to run modified turbos, as long as the atmosphere turbo does not exceed the OEM straight bore dimension of 2.59". No tapered or egg shaped inducer bores allowed.

Safety

1. Two forms of engine kill must be installed and functioning properly from the rear of the truck! This can be a combination of an air guillotine, ECM kill or a fuel dump. Must be able to be hooked to the sled in the case of a runaway or hitch breaking.
2. Helmets and fire jackets required.
3. Seat belts recommended but no required.
4. All trucks must have a 2.5# fire extinguisher mounted within the drivers reach.
5. All transmissions or clutches are to have a safety interlock switch preventing the truck from starting in gear.
6. All trucks are to have U joint shields at least 6" long and constructed of at least 1/4" steel or 3/8" thick Aluminum covering all u joints and yokes on the driveshaft's. This includes center joints on trucks running 2 piece rear shafts. The only exception to this is the front driveshaft u joint at the transfer case if and only if it can not be seen from the side of the truck and is covered by the frame rail.

8000 Work Stock Diesel

Chassis & Suspension

1. OEM 1 ton or less chassis required. No tube chassis or back halve conversions.
2. Factory wheelbase must be retained, Cab and chassis trucks must be no more than 172" wheelbase from center of axle to center of axle.
3. Engine must remain in original location
4. Factory front suspension must be retained. Must retain factory OEM type steering gear. Non OEM power assist is prohibited.
5. OEM style rear suspension is mandatory. Suspension can be temporarily blocked solid.
6. No air bags or air shocks are allowed.
7. Limiting straps are allowed.
8. Traction bars are allowed front and rear but must bolt to the housings. Only bracketry to bolt them on with may be welded. You are allowed 1 straight bar per side with a maximum of 2 links or points of contact on the axle housing and/or frame going from the centerline of the rear axle forward.
9. No rear frame trusses permitted. Bracing may only have 2 points of contact.
10. Must pull off of a Reese style hitch with no part of the hitch extending forward of the centerline of the rear axle. No part of the hitch can connect to the rear axle. No part of the hitch may be above the top of the frame rails. Hitch must be parallel to the ground and stationary in all directions.
11. Hitch height is 26" max
12. Hook point must be no farther forward than the furthest most rear part of the truck.
13. Rear bumpers may be notched or removed. Sled stops permitted
14. Hanging weight is permitted and no part of weight may extend more than 60" forward of the front axle. Hanging weight excludes fuel tanks, batteries or other things of the like. All other ballast must be in the bed. Nothing allowed in the cab.
15. Batteries may not be mounted in the cab. Batteries are to be no further forward than the factory core support.
16. 8000# max weight limit

Driveline

1. OEM 1 ton or less transmissions and transfer cases required. No Bruno, Lencos or reversers. No dropboxes. Aftermarket internals in stock housings is allowed.
2. SFI approved transmission blankets are highly recommended in trucks running an automatic transmission.

3. SFI approved blow proof bell housings are highly recommended for manual transmission trucks. Manuals must be clutch assisted, no sequential shifters permitted.
4. All trucks must have safety switches to prevent truck from starting in gear.
5. OEM 1 ton or less axles required front and rear. Aftermarket internals in stock housings are permitted.
6. Must have working 4 wheel brakes.
7. It is mandatory to have U joint shields covering all driveshaft U joints. Shields need to be at least 6" long and made of at least ¼" thick steel or 3/8" thick aluminum.
8. 35" DOT tires max or metric equivalent. No cutting or sharpening. No chains or studs allowed. No dual wheels.

Truck

1. Body must be OEM truck body including OEM bed floor. Body must retain full sheet metal as well as OEM firewall and OEM floor boards. No flat beds.
2. All OEM glass windows must be retained. No lexan permitted. All windows must retain factory operation.
3. Complete interior including dash board and door panels mandatory. Aftermarket seats permitted but must be matching.
4. Hand throttles permitted
5. Factory headlight and tail light assemblies must be in place and operational. The only exception is the right front headlight may be removed for air inlet to the engine.
6. Radiator must be in stock location and at least stock capacity.
7. Must use factory fuel tank.

Engine

1. Engine is limited to a stock appearing OEM make specific compression engine available from the factory in a one ton or less truck.
2. Electric water pumps and electric fans permitted. Factory accessory drive system must be retained.
3. No individual runner intakes (Ex: ZZ Customs)
4. No deck plates
5. OEM cylinder heads required. (Ex: No Hamilton heads for the Cummins, No Brodix heads for the Duramax)
6. No pressurized injectibles allowed what so ever. This includes nitrous oxide, propane, water injection or anything of the sort. All components must be removed.
7. Engines turning more than 4500 rpm must have an SFI approved harmonic balancer.

8. Fuel injection pump is cylinder count specific (6 cylinder pump on a 6 cylinder engine). The use of multiple high pressure common rail or HPOPs is not permitted. P Pumps allowed are the P3000 and P7100. No sigma or 12 cylinders allowed. No AG governors. No twin CP3 pumps or dual fueler type set ups.

9. Fuel must be commercially available #1, #2 diesel or soy/biodiesel.

10. Factory style or aftermarket air to air intercoolers only mounted in stock location. Water to air intercoolers are prohibited. Absolutely no use of ice or water to cool the intake charge.

Turbo and Exhaust

1. Turbocharger is limited to a stock appearing OEM/factory make specific charger only. Turbochargers from different years in the same make may be interchanged; no adapters to accept other model turbos can be used. 6.4 liter Powerstroke may utilize the factory twin turbos. Turbo inducer bore to be no greater than 2.5" both before and after the MAP groove. This will be checked with a 2.550 plug.

2. Exhaust must exit upward and behind the back of the cab. Tail pipes exiting on the ground must be equipped with a 90 elbow pointing up.

3. Stacks in the bed permitted. Hood or fender stacks are not allowed.

4. Two 3/8" diameter bolts installed In the downpipe in a cross pattern are highly recommended if the factory muffler has been removed.

Safety

1. All trucks must have a working 2.5 pound fire extinguisher on board.

2. Helmet and Fire jackets highly recommended.

3. Seatbelts or 5 point harness highly recommended.

4. U joint shields required, see specs for length and thickness under driveline section.

5. Kill switches mandatory on all trucks and must be located at the back of the truck. Air guillotines are acceptable for non electronic engines. Electric kill switches are permitted on trucks with electronic fuel shut offs.

6500 Limited Street Gas 4x4

Truck

1. Street Legal, must have valid license plates, proof of insurance.
2. No gutting of the truck, all interior must be in place, lights must work.
3. Factory glass and working windows only, no plastic or Lexan type windows.
4. Must have rear bumper or roll pan
5. Sled stops recommended
6. No electric hydraulic steering is permitted. Power steering must run off of a factory style belt driven pump.
7. Maximum of 2 operational batteries allowed and only 2 batteries allowed under the hood in stock locations.

Engine, Ignition, and Fuel

1. Engine must match make of truck and be in stock location
2. 496 cubic inch limit will be enforced
3. OEM cast iron heads and block unless factory equipped.
4. No raised runner type heads, ports must be in the stock location. No grinding of the rocker arm valley or casting numbers
5. Aluminum intakes permitted, no sheet metal or tunnel ram style intakes.
6. Single 4150 carb, Holley or Edelbrock, etc., must have choke tower. No aftermarket big two barrels. No dominator or single butterfly style carbs (SV1, Predator etc.). There will be no modifying or altering of carb body. Fuel injection must be O.E.M. for that year of vehicle, no aftermarket fuel injection of any kind.
7. Maximum 2" carb spacer
8. Must have all belts, alternator, stock style water pumps (no electric motors). Electric fans are allowed.
9. No vacuum pumps or dry sumps
10. No turbo's, super chargers, injectables (nitrous oxide, methanol etc.) or fuel injection unless factory equipped for that truck.
11. Headers permitted, must be in the frame with mufflers that exit behind back of cab
12. Must run stock style distributor and ignition, rev limiters permitted, **NO** external multi spark ignition boxes allowed. (example 6AL box)
13. Pump GAS or race gas only. No alcohol, nitromethane, E85 or other ethanol blends.

14. Fuel tanks must be in the stock location or in the bed. Fuel cells permitted.

Chassis and Driveline

1. OEM chassis 1 ton or less. Frame must match make of truck body. No tube chassis.

2. 1 ton or less driveline must have U joint shields covering all U joints. The only exception to this would be the front driveshaft on transfer case output yoke if it is shielded by the cross member. Shields must be 6" long, 1/4" thick if made of steel, 3/8" thick if made of aluminum.

3. No aftermarket 3 speed trannies allowed.

4. Must have 4 wheel brakes

5. Automatic transmission blankets or blow proof bell housings are required.

6. 33" x 13.50 max dot tire, no dual tires. Absolutely no tire modifications allowed, this includes grinding, sharpening, siping etc.

7. Traction bars permitted

8. No front 4 link suspensions or coil over shocks unless factory equipped. If retaining a factory coil spring set up you must use the factory coil spring and shock type. No AFCO or drag race type coil shocks permitted.

9. Must have OEM style rear suspension, leaf springs must have shackles.

10. Suspension blocks permitted, must be easily removable.

11. Must have Reese style hitch with hitch pin not exceeding forward of rear spring hanger. No T style hitches. No twist clevises, must be able to accept sled hook with a 3"x 3 3/4" opening. Hitch to be mounted no higher than the top of the frame rail. Hook point no further forward than back of tailgate.

12. Max hitch height of 22"

13. NO hanging weight permitted. This includes weight bars or snow plows. ALL ballast must be located in the bed. Absolutely no loaded front frame rails, core supports, battery boxes etc. No weights allowed in the cab. Any hidden ballast found will result in total loss of points for the season and a 3 pull suspension.

The new bumper rules as of July 7, 2017. OEM front bumpers are required as originally discussed in the meeting over the winter but that did not make it to print. They will be required to be on for the next pull and here on out. They must be an OEM bumper or OEM replacement such as something from LMC etc. no road armor bumpers, pipe, tube or home made bumpers of any other sort. Bumpers are not allowed to have hidden weight either as the rules have always stated.

The new hitch rules as of July 7, 2017: Must be a Reese style hitch with a slide in draw bar tube. Absolutely no part of the hitch can be any farther forward than 20" back from the centerline of the rear axle. This includes any sort of hitch mounts, adjuster mounts, link bars, weld in cross members tied to the hitch or any mounting points the hitch or adjuster bars may be tied to. Hitch can be mounted to the bottom of the frame rails or inside the frame rails with no part of the hitch being above the tops of the frame rails. The tube where the draw bar slides in must be parallel with the

frame rails. Drawbar plate can be mounted however. The hook point at the drawbar plate is no longer "at the rear of the truck" and is now going to be allowed to simply be 42" or more from the centerline of the rear axle.

Also, the hitch must be stationary in all directions with no up and down or side to side movement.

Top 5 trucks will be teched. It is at the tech official's discretion to pump the top placing trucks at any event, at no charge. Refusal to have your truck pumped will result in disqualification and loss of placing and prize money.

***If you would like to have somebody else's truck pumped, there will be a \$250 protest fee to be paid by the protester before the truck will be pumped. If the truck pumps legal, the protester will lose their \$250, with \$125 of it being awarded to the truck being pumped and \$125 to the tech official for using the pump. If the truck in question pumps illegal, the protester will receive \$125 of the money back with the other \$125 going to the tech official for using the pump.

JUDGES DECISION FINAL!

6500 Cheater Street 4x4

Truck and Chassis

1. OEM 1 ton or less chassis required. No tube frames allowed. Must have working wheel brakes
2. Working rear OEM type steel leaf springs with shackle required. No trailer springs
3. Suspension blocks permitted, must be easily removable
4. Traction bars permitted
5. Frame bracing permitted. Rear frame braces may not attach directly to the rear end in anyway.
6. Hanging weight is allowed. Must not exceed 195" from the center of the rear axle.
7. Fuel tank may be mounted in bed or on weight bar
8. Must have complete factory bed floor and inner bed structure. Tailgate not required
9. Must have complete factory sheet metal, dash and windows. Fiberglass hoods are allowed. No fiberglass beds, front clips or doors.
10. Reese style or T hitches allowed. Pivot point to be no higher than the top of the frame rail. No part of the hitch can be any farther forward than 20" behind the centerline of the rear axle. Flat clevis may be used but must be welded solid. 3" x 3 3/4" hole required.
11. Hook point to be no less than 42" from centerline of rear axle. 24" hitch height

Driveline

1. 1 ton or less driveline required.
2. Cut 3rd gears also referred to trick 3rd gears are allowed. No Profab 3 speed kits or equivalent. Aftermarket transfer cases allowed, no drop boxes or reversers.
3. Must have SFI approved bellhousing and flywheel. Automatic trucks must have an SFI approved flex plate and transmission blanket.
4. Must have U joint shields covering all U joints. The only exception to this would be the front driveshaft on transfer case output yoke if it is shielded by the cross member. Shields must be 6" long, 1/4 thick if made of steel, 3/8" thick if made of aluminum.
5. 33" DOT approved tires max. 13.50 max tire width. No cutting, grinding siping or alterations. No Duals

Engine, Ignition and Fuel

1. 514 cubic inch limit will be enforced
2. Conventional cast iron heads and blocks only. Cast intake manifolds only, no sheet metal or tunnel rams.
3. Rear of engine block May be no farther forward than 15" from center of front axle.

4. Single 4150 flange carb with venturis only. No big 2 barrel carbs. No Dominators, SV1, Predator or other single butterfly type carburetors. No fuel injection unless factory equipped for your year of truck, and must be O.E.M., no aftermarket fuel injection
5. Racing gas only. No alcohol or nitromethane. No pressurized fuels.
6. No forced inductions. This means no turbo's, superchargers, blowers, Nitrous Oxide or methanol/water injection
7. No dry sumps or external oil pumps.
8. Fenderwell headers permitted. Mufflers NOT required but are permitted.

Safety

1. Must have working kill switch
2. Must have working back up or neutral light
3. Must have fire extinguisher mounted in cab of truck
4. Helmet and fire jacket recommended
5. No dirt slingers!!!

Top 5 trucks will be teched. It is at the tech official's discretion to pump the top placing trucks at any event, at no charge. Refusal to have your truck pumped will result in disqualification and loss of placing and prize money.

***If you would like to have somebody else's truck pumped, there will be a \$250 protest fee to be paid by the protester before the truck will be pumped. If the truck pumps legal, the protester will lose their \$250, with \$125 of it being awarded to the truck being pumped and \$125 to the tech official for using the pump. If the truck in question pumps illegal, the protester will receive \$125 of the money back with the other \$125 going to the tech official for using the pump.

JUDGES DECISION FINAL!!