

MONTGOMERY COUNTY FAIR TRUCK PULL RULES 2018

All drivers must be at least 16 with valid driver's license and must be sober. Judges say is final

7000# Factory Stock 4 WD Rules

- Must run one ton or smaller, and factory stock engine, 496 CID maximum.
- Engine, transmission, transfer case, and axles must have been available in same model and year of truck, however pre 80's trucks can run big blocks of matching make.
- Engine must pull at least 15" of vacuum at 1000 rpm, without vacuum pumps or other type of assistance.
- Must run OEM block, heads, intake manifold, and exhaust manifolds. All of which must be cast iron unless otherwise equipped from the factory. Exhaust must have muffler(s) and/or converter(s) and exit behind the cab.
- All factory belt driven accessories and mechanical fans and / or electrical fans are to be used, the a/c compressor may be removed if desired.
- Must run stock OEM ignition, including coil and distributor.
- No MSD boxes or equivalent to.
- Max. 93 octane gas and no additives. E85 blend is allowed. No racing fuels or injectables.
- Turbochargers and/or superchargers are not allowed unless it came equipped from the factory.
- Max. 4150 base carburetor or OEM factory fuel injection must be used along with OEM intake and heads.
- Performance fuel pumps and/or filters are allowed. Fuel lines no larger than 3/8" I.D. Cold air intakes and air filters such as K&N are allowed.
- The original style fuel tanks must be used in factory location. No fuel cells.
- The original unaltered frame, wheel base, and track width must be maintained.
- No body cutting or gutting allowed.
- No front weights or weight brackets allowed. Any extra weight must be secured in the bed only.
- Original factory front bumpers are to be used. No alterations that would increase the weight of the bumpers allowed.
- Front winches not allowed, unless factory equipped, such as the late 2000's Ram Power Wagon.
- Front and rear factory suspension components, including the original unaltered spring packs, must be retained. But extended bump stops and/or blocks may be used to limit downward suspension travel. Bump stops and blocks must be bolted on and easily removable. Brakes systems must be present and working at all four corners.
- Front and rear traction bars or ladder bars are allowed but must be bolted in and removable.
- The hitch must be removable Reese style 2" square or larger receiver hitch mounted to the rear of frame rails, with no structures from the hitch to axle. No draw bar type or mid-mount hitches. Hook must protrude beyond the stock length frame rails and bed floor, with a hooking point that is horizontal and minimum 3.5" hole with a maximum thickness of 1.5" x 1.5" at hook point. 26" maximum hitch height. Must run a solid receiver hitch.
- Tires and wheels must be DOT approved, unaltered, and street legal.
- Must have current registration and insurance to match truck.
- Truck must be able to be driven on the street and be street legal to Illinois laws.

6200# Super Stock 2 WD Rules

- There is a 500 cubic inch limit +1%.
- Must have OEM cast iron block and heads.
- Single 4150 base carburetor naturally aspirated.
- Exhaust headers 4" up or down.
MSD box 6AL only.
- Fuel cell in bed of truck or front weight rack.
- No 100% alcohol can be used.
- Wheelbase cannot exceed 140 inches.
- Hitch height is 26" rigid in all directions. No bars or turn buckles from draw bar to rear end housing. Hitch heights: All measured from top of hitch. (If 400 c.i. or under and DOT tires=28")
- Hitch cannot be forward past center of rear axle, no further than 8" past rear of frame rail and no further than 8" in front of rail.
- No tires can measure larger than 35 x 16.50. No cutting or sipping, DOT tires only, No duels.
- Ladder bars can be bolted or welded.
- Unlimited rear end. (No planetaries.)
- Transmissions- your choice: OEM etc. Quick change or drop boxes.
- Must have floor pans and fire wall.
- Front weight rack cannot exceed 28" past front of frame rail.
- No small body trucks.
- No fuel injection.
- No nitrous.
- No fiberglass.
- No aluminum heads.
- No sheet metal intakes.
- No lengthening factory frame or tube built frames
- Must have S.F.I. approved bellhousing and block saver plate for standard transmission.
- Must have S.F.I. approved blanket for automatic transmission.
- Must have S.F.I. approved steel flywheel and harmonic balancer.
- Must have drive shaft loops and U-joint shields at all U-joints. Must have fire extinguisher reachable by driver.
- Must have kill switch near the hook point
- Must have brakes on one axle

6500# Super Stock 4 WD Rules

- Must have cast iron OEM heads. No cutting heads in half, no raised runners or port plates.
- Aftermarket cast iron blocks allowed. Factory OEM aluminum truck heads for that model year truck and engine must match truck.
- Must have an OEM drive train in factory location. Fords may run OEM Chevy transmission.
- No sheet metal intakes.
- Single 4150 base carburetor naturally aspirated. No Dominator or Dominator style carburetors 500 cubic inch limit. Engine must be no further forward than 14" from back of block to center of front axle.

- Draw bar or Reese hitch must be no less than 42" from center line of rear axle to chain hook point. No mid mount hitches. No hook points forward from the center of the rear axle, actual hook point 3"x 3.75" horizontal hole with 1.5"x 1.5" max at hook point. No higher than 2" above frame rail.
- No mufflers required; open headers allowed, as long as they are down and straight back. No headers pointing to the ground.
- Hitch height is 26" rigid in all directions. No support from hitch to rear axle. No tires can measure larger than 33" x 12.50". No cutting, D.O.T. approved and no sipping.
- Total weight bar distance is 60" measured from the center line of front axle to the furthest object in front of truck.
- No flat beds or dually allowed. No gutting or cutting allowed, inner fenders can be removed. Interior must have factory bench or factory 2 bucket seats. Factory dash pad. Full metal bodies and metal hoods ok. No fiberglass bodies or small body trucks.
- Cannot run anything larger than a 6AL MSD box.
- Fuel cells allowed--only in bed of truck.
- Hydraulic steering is allowed, batteries and steering components can be put behind front weight bracket.
- No 100% alcohol can be used. No nitrous.
- Must have rear leaf spring pack.
- If wheel base exceeds 133" to 140", wheel base must lose 2" hitch height OR 200 lbs. Over 140" wheel base must lose 2" hitch height AND 200 lbs.
- Rear tires must track at least half of front tires.
- Electric water pumps allowed.
- Must have working brakes on all 4 wheels.
Must have S.F.I. approved bell-housing or blanket.
- Must have S.F.I. approved steel flywheel and harmonic balancer.
- Must have kill switch near hook point.
- Must have driveshaft loops and u-joint shields at all u-joints.
- Must have firewall and floorboards. Discretion of tech committee applies.
- Must have accessible fire extinguisher for driver.

6500# Modified Gas 4 WD Rules

- Engine must be no further forward than 12" from back of block to center of front axle.
- 540 cubic inch + 1%
- Trucks must be naturally aspirated. The driver of any truck running Alcohol must wear fire suit and helmet.
- Electric fan and water pumps allowed.
- Open headers allowed as long as they are down and back or upright.
- 26" hitch height mounted rigid.
- No mid mount hitches (no hook points forward from the center of the rear axle, actual hook point 3" x 3.75" horizontal hole with 1.5" x 1.5" maximum at hook point. No higher than 2" above frame rail.)
- Hitch length is 33% of wheel base length measured from the rear axle back.
- D.O.T. approved tires no bigger than 35" x 12.50" and 33" x 15.50" and no larger than 18" diameter wheel. Must have functioning braking system

- Total weight bar distance is 60" measured from the center line of front axle to the furthest object in front of truck. Traction bars and rear suspension may be permanently fixed.
- Drive train must be no greater than factory one ton. OEM unlimited rear end can be used. No planetary rear ends. No sheet metal rear ends. This is for rear drive axle ONLY.
- Front drive axle must be no greater than a factory 1 ton axle. Drop boxes can also be used.
- Cutting and gutting allowed but the bed must be covered by Tonneau cover or bed liner. Fire walls must be metal or aluminum.
- Full size flat beds are allowed. Only manufactured flat beds will be accepted.
- Rear tires must track at least half of front tire.
- No fiberglass body parts except hood.
- Must have S.F.I. approved bell-housing or blanket.
- Must have S.F.I. approved steel flywheel and harmonic balancer.
- Must have kill switch near hook point. Must have driveshaft loops and u-joint shields at all u-joints.
- Must have firewall and floorboards.
- No fuel cells or batteries in cab, can be in bed or out front not past weights.
- Must have an accessible fire extinguisher for the driver

8500# Work Stock Diesel Truck Pull Rules

- Ballast is permitted. Hanging Front weights are allowed. They may not exceed 60" from the center of the front axle. Ballast may be used in the bed of the truck. If used, ballast must be securely mounted.
- The batteries must be securely mounted. They may not be located in the driver's compartment or forward of the radiator core support.
- The body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited.
- The hood must be closed and securely latched while The vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan are mandatory.
- Four-wheel hydraulic brakes are mandatory.
- The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM Chassis. Wheel tubs, back-half conversions, tube chassis etc. are prohibited.
- Radiators must be in the stock location and be at least stock size.
- An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pick-up
- The OEM restraint system is mandatory and must be worn.
- All trucks must have at least six-inch-wide U-joint shields around the rear U- Joint constructed of at least 1/4 STEEL or 3/8 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 Front Shaft U-joints that are visible from the side of the truck must be shielded to contain the U-joint and the end of the shaft. Both front and rear driveshaft must have driveshaft loops.
- The engine is limited to a stock- appearing, OEM make-specific compression ignition engine. The engine is limited to any diesel engine available in a one- ton or smaller pick-up; I.E. transplanting a Cummins engine into a ford is allowed.
- All vehicles must be equipped to direct the exhaust upward. The exhaust must exit rearward of the driver compartment. Stacks exiting through the hood or fender well are prohibited.

- A fire extinguishing system is permitted. It must be securely mounted.
- The fuel must be pump #1 or #2 diesel only. Soy/ bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. The fuel injection pump is limited to stock appearing, OEM engine make-specific pumps only. The use of multiple high-pressure common-rail fuel pumps is allowed. 6.0 and 7.3 Power Stroke engine may utilize a second HPOP.
- Pumps from different years in the same engine model may be interchanged. Dual CP3 pumps are allowed.
- The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.
- The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle. Trick hitches are prohibited. The hooking point must be the rear-most point of the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. The hitches height may not exceed 26 inches. The hooking point must have a minimum 3.750- inches inside diameter opening for the sled hook. The hooking point will be measured from the center of the clevis loop. Reese receiver with solid square shaft, clevis' are allowed if using DMI or solid shaft. Breakage of the hitch is a disqualification.
- A complete interior, including dashboard, door panels, headliner, etc. is mandatory. All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and operative. The use of hand throttled controls is prohibited. All trucks must be equipped with a rear functional breakaway kill switch.
- Non-OEM rear-end housings are prohibited. The rear-end must have been an option on a one-ton or smaller pick-up. Rear axle bolts must be covered by a cap or shield. The vehicle must retain the full, OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it were so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.
- Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshields and windows are mandatory.
- Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.
- The upper mounting point for strut assemblies must in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened providing factory mounting points to chassis are maintained. The lower mounting point for strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie-bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.
- An OEM-style suspension is mandatory. Lowering or raising the vehicles height with suspension modification is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame of axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. All rear suspensions must use at least one working shock absorber per wheel. Removable blocks are allowed.
- The tires must be DOT street tires. Cuts are prohibited.
- The maximum size for tires is 35". If running duals, the maximum size is 33". If running duals, a dually bed is required.
- Tow vehicles are prohibited; I.E. you are not allowed to pull the vehicle up to the pulling track with an ATV.
- Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pick-up truck.
- Non- OEM transmissions are prohibited. Aftermarket converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non- OEM floormounted automatic transmission shifter must be equipped with spring-loaded positive reverse lock out

device to prevent shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory.

- Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more. All manual transmissions must be clutch assisted.
- Turbochargers limited to a T3, T4, S300 base, with an inducer bore of 2.6 limit, measured with a 2.65 plug with zero tolerance. Map groove must not exceed .25" and clipped wheels are not allowed. 6.4L Power Stroke engine may utilize the factory compound-turbo configuration. Stock appearing turbos are allowed.
- Water injection is prohibited. All system components must be unplugged or removed from the truck.
- Nitrous Oxide is prohibited along with other oxygen extenders and use of propane is prohibited, along with any injectable. All system components must be unplugged or removed from the truck.
- The vehicle must retain the original factory wheel base. Dual wheels MUST be covered by a factory dually bed or an aftermarket flat bed.

8000# Modified Diesel Truck Rules

- 24" hitch height.
- 35/12.50 DOT Tire (Truck can only have 4 tires).
- Truck must have U-Joint covers.
- No Nitrous or water injection.
- Truck must have a way to kill the truck in case of a break away from the sled.