



*****DISCLAIMER*****

THE RULES PROMULGATED IN THESE RULES ARE INTENDED AS GUIDELINES FOR THE SPORT OF TRUCK & TRACTOR PULLING. THESE RULES HAVE BEEN ADOPTED BY CAROLINA OUTLAW PULLING SERIES FOR THE 2023 SEASON. NOTHING HEREIN SHOULD BE CONSTRUED AS A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, CREWMEN, FAMILY MEMBERS, BYSTANDERS OR SPECTATORS. EACH PARTICIPANT AT A CAROLINA OUTLAW PULLING SERIES PULLING EVENT MUST ASSURE THAT THEIR EQUIPMENT AND REPLACEMENT EQUIPMENT THROUGHOUT THE SEASON MEETS THE REQUIREMENTS FOR THIS CLASS.

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CAROLINA OUTLAW PULLING SERIES RULES

CONTEST OPERATIONS

1. DECISIONS OF THE OFFICIALS ARE FINAL - ANY COMPETITOR WHO ATTEMPTS TO SWAY THE DECISION OF ANY OFFICIALS, SLED OPERATOR, OR THE PROMOTER IS SUBJECT TO DISQUALIFICATION FROM THE CLASS.
2. ALL VEHICLES WILL ONLY BE ALLOWED ONE ENTRY PER CLASS, NO VEHICLE MAY PULL IN THE SAME CLASS WITH ANOTHER DRIVER OR DIFFERENT SET-UP IN ANY WAY. ALL VEHICLES WILL BE ALLOWED TO PULL IN A MAXIMUM OF TWO CLASSES PER SESSION OF COMPETITION. (ONLY IF THE VEHICLE MEETS ALL SAFETY REQUIREMENTS & LIMITATIONS IN BOTH CLASSES)
3. WHEN A VEHICLE IS UNDER THE GREEN FLAG ONLY TRACK OFFICIALS ALLOWED ON THE TRACK. ANY CREW MEMBER INSIDE THE TRACK AREA UNDER GREEN FLAG CONDITIONS WILL BE CAUSE OF DISQUALIFICATION.
4. THE SAME FLAG PERSON SHALL WORK FOR AN ENTIRE SESSION TO ASSURE CONSISTENT AND EQUAL TREATMENT FOR ALL COMPETITORS IN THAT SESSION OF COMPETITION.
5. COMPETITORS MUST BE 16 YEARS OLD & HAVE A VALID STATE DRIVERS LICENSE TO COMPETE IN ANY SANCTIONED CLASS, UNLESS APPROVED BY COPS OFFICIALS.
6. SHOES, SHIRTS, AND LONG PANTS MUST BE WORN WHILE PULLING UNLESS OTHERWISE NOTED IN CLASS RULES.
7. ABSOLUTELY NO CONSUMPTION OF ALCOHOL IS PERMITTED BY DRIVERS OR CREW MEMBERS, EITHER BEFORE OR DURING THE PULL.
8. PULLING VEHICLES IN SPECIFIED CLASSES MUST BE EQUIPPED WITH EITHER A HALON TYPE OR A MINIMUM 2-1/2 LB DRY CHEMICAL TYPE FIRE EXTINGUISHER, FULLY CHARGED AND IN WORKING CONDITION, CONVENIENT TO THE DRIVER.
9. TECH OFFICIAL(S) MAY TECH/INSPECT VEHICLES AT ANY TIME BEFORE, DURING, OR AFTER THE EVENT. PRE-EVENT INSPECTIONS WILL BE ANNOUNCED.
10. ALL VEHICLES MUST BE REGISTERED ONE HOUR BEFORE SPECIFIED START TIME OF EACH SESSION. REGISTRATION WILL CLOSE AT THIS TIME!!! REGISTRATION FEE FOR ALL SANCTIONED POINTS CLASSES IS \$20.00 FOR PAID MEMBERS, \$30.00 FOR NON-MEMBERS. ALL NON-POINTS CLASSES WILL HAVE A REGISTRATION FEE OF \$30.00 FOR ALL PARTICIPANTS, UNLESS OTHERWISE NOTIFIED. REGISTRATION PROCEDURE IS AS FOLLOWS:
 - A. ONLY THE DRIVER OR OWNER OF VEHICLE MAY FILL OUT REGISTRATION SHEET.
 - B. ONE VEHICLE MAY ONLY ENTER ONE CLASS PER SESSION, ANY OTHER ENTRIES WILL BE CONSIDERED EXHIBITION AND WILL NOT BE AWARDED ANY PURSE OR POINTS.
 - C. CLASS PULLING ORDER WILL BE DETERMINED BY LUCK OF THE DRAW.
 - D. LATE REGISTRATION CAN ONLY BE ACCEPTED IF APPROVED BY AN OFFICIAL AFTER PERSONAL CONTACT WITH DRIVER OR OWNER. OFFICIALS MAY DENY ENTRY TO ANY COMPETITOR WHO ABUSES THIS PRIVILEGE.

CAROLINA OUTLAW PULLING SERIES RULES

CONTEST PROCEDURES

1. ALL PULLS MUST START WITH A TIGHT CHAIN.
2. VEHICLES MAY PULL ONLY ONCE PER CLASS – ONLY EXCEPTION IS THE FIRST PULLER THAT HAS THE OPTION OF ACCEPTING THE PULL, OR NOT ACCEPTING THEIR FIRST PULL. IF THE PULLER CHOOSES NOT TO ACCEPT THE PULL, THE PULLER MAY REPULL IMMEDIATELY, OR DROP 5 (FIVE) POSITIONS, AND REPULL. THE FIRST PULLER HAS THE OPTION OF RETURNING, EVEN IF THE FIRST PULL RESULTS IN A DISQUALIFICATION OF THAT PULL. IF THE SLED IS RESET THE PULLERS WHO HAD PREVIOUSLY PULLED MUST DROP TO LAST AND PULL IN THE SAME ORDER AS FIRST ATTEMPT - AFTER THE REMAINING PULLERS HAVE PULLED.
3. IF THE TEST PULLER HAS MECHANICAL ISSUES BEFORE THEY HOOK TO THE SLED, THEY MAY DROP TO LAST IN THE CLASS, IN WHICH CASE THE 2ND PULLER IN LINE WILL BE DECLARED THE NEW TEST PULLER.
4. SLED SETTING MUST BE DECLARED OFFICIAL BY THE SLED OPERATOR & HEAD TRACK OFFICIAL BEFORE THE SIXTH COMPETITOR HOOKS TO THE SLED. IF THE SLED IS RESET THE NEXT PULLER IN LINE WILL BE DECLARED THE NEW TEST PULLER.
5. EACH PULLER WILL BE ALLOWED TWO ATTEMPTS TO MAKE A MEASURABLE PULL.
 - A. AN ATTEMPT IS DEFINED A MOVING THE SLED ONE FOOT OR MORE.
 - B. DURING THE FIRST ATTEMPT, IF THE PULLER LETS OFF THE THROTTLE BEFORE GOING 100 FEET, THE PULLER WILL GET A SECOND ATTEMPT, EVEN IF THE VEHICLE STOPS BEYOND THE 100 FOOT MARK. THE PULLER MUST RETURN IMMEDIATELY OR IN THE EVENT OF BREAKAGE MUST DROP TO LAST PLACE – SUBJECT TO THE 6 MINUTE RULE FOR THE LAST PULLER.
 - C. IF NO ATTEMPT TO BACK OFF THE THROTTLE IS MADE BEFORE THE 100 FOOT MARK, NO SECOND ATTEMPT WILL BE GRANTED & WILL BE MEASURED AT STOPING POINT AS OFFICIAL DISTANCE. NOTE: DRIVER IS NOT TO BRAKE HARD TO STOP, BUT TO COME TO A SMOOTH, SAFE STOP.
6. IF A SLED MALFUCTION OCCURS, THAT PULLER HAS THE OPTION TO DROP TO LAST & WILL BE ALLOWED TWO ATTEPMTS WITHIN 100' LIKE NORMAL.
7. JERKING THE SLED TO CAUSE SLACK IN THE CHAIN WILL BE GROUNDS FOR DISQUALIFICATION.
8. THE PULLER HAS THE PRIVILEGE OF, AND RESPONSIBILITY FOR, SPOTTING THE SLED FOR BOTH PULL ATTEMPTS. THE PULLER MUST NOTIFY THE SLED OPERATOR WHERE TO PLACE THE SLED. THE USE OF A CREW MEMBER IS RECOMMENDED TO EXPEDITE THE SHOW.
9. ALL PULLS MADE DURING THE CONTEST WILL BE MEASURED TO WITHIN THE NEAREST HUNDREDTH OF AN INCH FROM A POINT ON THE SLED WHERE THE SLED STOPS.
10. THE PULLING VEHICLE MUST REMAIN WITHIN THE BOUNDARIES OF THE CONTEST COURSE DURING THE PULL.
11. THE PULLING VEHICLE MUST START ON ITS OWN POWER AND DRIVE ON AND OFF THE TRACK, UNLESS BREAKAGE OCCURS.
12. THE PULLING VEHICLE MUST HAVE A WORKING REVERSE GEAR AND BACK UP TO THE SLED UNDER ITS OWN POWER.

CAROLINA OUTLAW PULLING SERIES RULES

13. PULLERS MUST PULL IN LINEUP POSITION WITHIN 4 MINUTES OF TIME SLED IS READY. DELAY WILL MEAN DISQUALIFICATION. IF OFFICIALS ARE NOTIFIED OF PROBLEMS, PRIOR TO PULLER'S LINE UP POSITION, PULLER WILL BE DROPPED TO LAST PLACE TO PULL. IF THE PULLER IS CALLED TO THE LINE BEFORE NOTIFYING OFFICIALS OF A NEED TO DROP, THAT PULLER WILL ONLY BE ALLOWED ONE ATTEMPT TO MOVE THE SLED WHEN THEY RETURN.
14. A PULLER WILL ONLY HAVE ONE OPPORTUNITY TO DROP POSITIONS WITHIN A CLASS.
15. IF THE LAST PULLER IN A CLASS HAS MECHANICAL PROBLEMS, THEY WILL BE ALLOWED 6 MINUTES TO HOOK AND MAKE AN ATTEMPT.
16. IF ANY COMPETITOR IS NOT READY TO HOOK TO THE SLED BEFORE THEIR TIME IS UP, THAT PULLER WILL BE MARKED IN THE RESULTS AS *BROKE*.
17. DRIVER MUST OBEY THE FLAG PERSON AT ALL TIMES, FAILURE WILL RESULT IN AUTOMATIC DISQUALIFICATION & POSSIBLY BE BANNED FROM FUTURE EVENTS - PULL WILL BE FLAGGED WHEN FORWARD MOTION STOPS.
18. A VEHICLE WILL BE ALLOWED TO RE-PULL IMMEDIATELY OR DROP TO LAST POSITION IF THE KILL SWITCH OR SHUTOFF, WHEN LOCATED IN A LEGAL POSITION, IS PULLED AND THE SUPPLIED NYLON STRAP (IF USED) IS BROKEN. TRACK/TECH OFFICIALS MUST FIND THE SWITCH OR SHUTOFF OPERATING PROPERLY. THE DECISION TO DROP MUST BE MADE BEFORE THE VEHICLE LEAVES THE TRACK. IT IS THE PULLERS RESPONSIBILITY TO SEE THAT THE SWITCH OR SHUTOFF IS CHECKED BY THE OFFICIAL BEFORE THE VEHICLE LEAVES THE TRACK.
19. DROPS TO LAST WILL BE DONE IN THIS ORDER;
 - A. IMMEDIATELY AFTER REGULAR CLASS ORDER IS COMPLETED WILL BE THE TEST PULLER'S REPULL.
 - B. IMMEDIATELY AFTER THE TEST PULLER'S REPULL OR AFTER REGULAR CLASS ORDER IS COMPLETED WILL BE ANY PULLERS THAT RAN BEFORE A SLED RESET.
 - C. IMMEDIATELY AFTER TEST PULLER'S REPULL OR PULLERS THAT RAN BEFORE A SLED RESET WILL BE ANY PULLER(S) THAT DROPPED FOR MECHANICAL REASONS.

PULL-OFFS

1. A PULL-OFF MAY BE USED IF THE HEAD TRACK OFFICIAL & THE SLED OPERATOR AGREE IT IS NECESSARY.
 - A. A PULL-OFF MAY BE USED IF THE TRACK AREA DOES NOT ALLOW FOR A FLOATING FINISH LINE
 - I. IN THIS CASE, THE HEAD TRACK OFFICIAL & SLED OPERATOR WILL DECIDE A FULL PULL MARK BEFORE THE 4TH SCHEDULED PULLER HOOKS TO THE SLED. THIS MARK MAY BE 300, 310, 320, OR 330 FEET.
 - B. A PULL-OFF MAY BE USED IN A CLASS IF THE 1ST PLACE POSITION RESULTS IN A TIE.
2. A PULLER IN A PULL-OFF WILL BE ALLOWED TO REFUEL THEIR VEHICLE WITHOUT RE-WEIGHING THE VEHICLE, HOWEVER NO WEIGHT CAN BE ADDED TO THE VEHICLE, NOR CAN THE HITCH HEIGHT BE CHANGED. ALL VEHICLES IN A PULL-OFF ARE SUBJECT TO WEIGH OUT IMMEDIATELY AFTER A PULL-OFF.
3. PULLERS IN THE PULL-OFF WILL NOT BE ALLOWED TO DROP AN ATTEMPT UNDER ANY CIRCUMSTANCE.

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4. IF A PULLER REFUSES TO HOOK IN A PULL-OFF, THEY WILL BE MARKED AS A HOOK/BROKE IN THE PULL-OFF RESULTS.
5. IF A PULL-OFF IS IN PLACE & ONLY ONE COMPETITOR IS ABLE TO HOOK TO THE SLED, THEY MUST MAKE AN ATTEMPT & MOVE THE SLED ONE INCH OR MORE TO COUNT AS A LEGAL ATTEMPT.
6. IF NONE OF THE PULLERS IN A PULL-OFF CHOOSE TO HOOK TO THE SLED IN THE PULL-OFF, THEY WILL ALL GO IN THE STANDINGS AS FP/SPLIT. THEY WILL BE TIED FOR 1ST PLACE & THE PURSE & POINTS WILL BE SPLIT EVENLY.
7. A PULL-OFF MUST BE CONDUCTED IMMEDIATELY AFTER THE REGULAR CLASS IS COMPLETED & BEFORE THE NEXT CLASS BEGINS.

CAUSES OF DISQUALIFICATION, FINES, SUSPENSION

1. ANY PART OF THE VEHICLE TOUCHING, OR CROSSING THE CHALK LINE, THE VEHICLE WILL BE DECLARED OUT-OF-BOUNDS.
2. ANY BALLAST WEIGHTS OR VEHICLE PARTS LOST WHILE UNDER THE GREEN FLAG, EXCEPTION - WEIGHTS/PARTS LOST DUE TO VEHICLE BREAKAGE.
3. EXCESSIVE LOSS OF FLUID DURING A PULL. EXCESSIVE DEFINED AS A STEADY OR INTERMITTENT STREAM MORE THAN 8" IN DIAMETER.
4. ANY CREW MEMBER THAT ENTERS THE TRACK AREA WHILE THE VEHICLE IS UNDER THE GREEN FLAG.
5. ANY INTERFERENCE FROM DRIVERS, CREW, AND/OR FRIENDS/FAMILY AT WEIGH-IN SCALES, TECH STATION(S), OR ON TRACK.
6. UNSPORTSMANLIKE CONDUCT.
7. INTENTIONAL DELAY OF THE EVENT.
8. CONSUMPTION OF ALCOHOL BY DRIVER OR CREW MEMBER
9. LEAVING THE STARTING LINE WHILE UNDER THE RED FLAG.
10. NOT STOPPING WHEN FLAGGED TO STOP BY THE FLAG PERSON
11. A COMPETENT OPERATOR NOT IN THE VEHICLE SEAT AT ANY TIME THE VEHICLE ENGINE IS STARTING OR RUNNING.
12. ANY COMPETITOR KNOWINGLY COMPETING WITH PERFORMANCE ENHANCING EQUIPMENT, VERIFIED BY A TECH OFFICIAL, WILL BE DISQUALIFIED FOR A PERIOD OF 375 DAYS FROM THE DATE THE INFRACTION IS FOUND. SUSPENSIONS WILL INCLUDE THE DRIVER, & THE VEHICLE.

PROTESTS

1. ANY PULLER MEMBER COMPETING IN A PULLING EVENT MAY PROTEST THE LEGALITY OF ANOTHER CONTESTANT'S VEHICLE ONLY FOR SOMETHING THAT CANNOT BE READILY SEEN.
2. A PROTEST FORM MUST BE FILLED OUT AND DELIVERED TO A TECH OFFICIAL WITHIN FIVE MINUTES OF THE CLASS BEING COMPLETED.
3. ALL PROTEST FEES WILL BE PAID IN CASH, BEFORE A C.O.P.S. TECH OFFICIAL WILL BEGIN ANY INSPECTION.

CAROLINA OUTLAW PULLING SERIES RULES

4. PROTEST FEES:
 - A. ALL ITEMS OF PROTEST WILL BE \$300.00. C.O.P.S. WILL RECEIVE \$50 OF THIS FEE.
 - B. ENGINE INSPECTION THAT INVOLVES AN ENGINE TEAR DOWN SHALL BE \$1,200. C.O.P.S. WILL RECEIVE \$200 OF THIS FEE.
5. IF A VEHICLE IS FOUND TO BE ILLEGAL, THE PROTEST MONEY IS RETURNED TO THE PERSON MAKING THE PROTEST. IF THE VEHICLE IS FOUND TO BE LEGAL, THE PROTEST MONEY IS GIVEN TO THE PROTESTED VEHICLE'S OWNER.
6. THE OFFICIALS & THE PROTESTED PARTY ARE THE ONLY PEOPLE ALLOWED NEAR THE VEHICLE DURING A PROTEST INSPECTION.
7. ANYONE CAUSING A DISRUPTION DURING A PROTEST INSPECTION WILL BE AUTOMATICALLY DISQUALIFIED.
8. ANY PULLER THAT IS FOUND RUNNING WITH AN ILLEGAL COMPONENT WILL BE DISQUALIFIED & PURSE WILL BE TAKEN FOR THAT PULL. VEHICLE WILL NOT BE ALLOWED TO PULL AGAIN AT ANY C.O.P.S. EVENT FOR 375 DAYS FROM DATE OF INFRACTION. ANY PULLER FOUND RUNNING ILLEGALLY BY TECH OFFICIALS FOR **ANY** RULE INFRACTION(S) WILL LOSE ALL POINTS ACCUMULATED BEFORE THE DATE OF THE INFRACTION. THIS SUSPENSION INCLUDES THE DRIVER, & THE VEHICLE.
9. TECH OFFICIALS HAVE THE RIGHT TO TECH/INSPECT ANY VEHICLE AT ANY TIME WHILE THE VEHICLE IS ON THE EVENT GROUNDS.

EVENT PROCEDURES AND REQUIREMENTS

1. WITHDRAW/SCRATCH: TO RECEIVE A REFUND OF THE ENTRY FEE THE DRIVER IS REQUIRED TO NOTIFY THE ENTRY OFFICIAL OF WITHDRAW PRIOR TO THE START OF THE CLASS. BY SCRATCHING FROM A CLASS, THERE WILL BE NO POINTS OR PURSE AWARDED TO THE SCRATCHED DRIVER/VEHICLE. IF THE PULLER DOES NOT OFFICIALLY WITHDRAW BEFORE THE START OF THE CLASS, THE PULLER FORFEITS ENTRY FEE.
2. VEHICLE OPERATIONS:
 - A. PULLING VEHICLES MUST BE OPERATED IN A SAFE MANNER WITHIN THE CONFINES OF THE EVENT (TRACK, PITS, AND STAGING AREA). EVENT OFFICIALS HAVE THE RIGHT TO STOP AND DISQUALIFY ANY VEHICLE JUDGED AS NOT BEING OPERATED IN A SAFE MANNER.
 - B. ALL VEHICLES MUST BE SHUTDOWN DURING OPENING CERIMONIES OF THE EVENT (NATIONAL ANTHEM, INVOCATION, ETC.... ONLY EXCEPTIONS ARE THE SLED & TRACK MAINTENANCE EQUIPMENT. THIS EQUIPMENT MUST BE STOPPED & SET AT IDLE)
 - C. DRIVER MUST REMAIN SEATED WHILE THE VEHICLE IS UNDER THE GREEN FLAG AND MUST HAVE COMPLETE CONTROL OF THE VEHICLE AT ALL TIMES.
 - D. A COMPETENT OPERATOR MUST BE IN THE VEHICLE SEAT AT ANY TIME THE VEHICLE ENGINE IS STARTING OR RUNNING.
 - E. NO RIDERS ALLOWED IN/ON ANY VEHICLE BEING DRIVEN/TOWED IN THE PIT, TRACK OR STAGING AREA. THIS INCLUDES TOW TRACTORS, COMPETING VEHICLES, SLED, LOADER, AND MAINTENANCE EQUIPMENT OF ANY KIND. (UNLESS EQUIPPED WITH ENCLOSED CAB WITH ALL DOORS & WINDOWS CLOSED, OR SECURELY MOUNTED 2ND SEAT WITH SEATBELT)
 - F. ATV'S, UTV'S, AND GOLF CARTS MUST BE USED ONLY TO TOW COMPETING AROUND THE EVENT SITE. THEY ARE NOT TO BE OPERATED BY CHILDREN FOR PLEASURE RIDING – THESE VEHICLES ARE TO BE USED AS TOOLS NOT TOYS WHILE ON THE EVENT GROUNDS.

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3. WEIGHING PROCEDURES:

- A. VEHICLES ENTERED IN A CLASS MUST BE OFFICIALLY WEIGHED PRIOR TO THE START OF THEIR CLASS.
- B. OFFICIAL WEIGHT OF COMPETING VEHICLE SHALL BE DEFINE AS BEING THE WEIGHT OF THE VEHICLE WITH THE DRIVER ON THE VEHICLE. VEHICLE MUST BE READY TO COMPETE - FILLED WITH WATER, ICE, FUEL, AND OIL.
- C. A MAXIMUM WEIGHT INCREASE MAY BE ALLOWED AT THE DISCRETION OF THE DEAD TECH OFFICIAL TO COMPENSATE FOR SCALE INACCURACY.
- D. NO ADDING FUEL OR WEIGHTS WITHOUT BEING REWEIGHED.
- E. NO VEHICLE WILL BE ALLOWED TO ENTER THE STAGING AREA WITHOUT CROSSING THE SCALES UNLESS THEY HAVE JUST QUALIFIED FOR A PULL-OFF.

4. DRAWBAR MEASUREMENT:

- A. DRAWBARS TO BE MEASURED PRIOR TO HOOKING. AFTER THAT TIME DRAWBAR CANNOT BE MOVED EXCEPT WHEN MORE THAN 200 LBS. OF WEIGHT IS MOVED FORWARD OR REARWARD ON THE PULLING VEHICLE.
- B. IF A COMPETITOR MOVES MORE THAN 200 LBS. FORWARD FROM REAR OF PULLING VEHICLE THAT VEHICLE'S DRAWBAR MAY BE REMEASURED AT THE DISCRETION OF THE TRACK OFFICIAL.
- C. AIR PRESSURE IS NOT TO BE ALTERED IN TIRES AFTER DRAWBAR IS MEASURED.
- D. ANY/ALL DRAWBARS ARE SUBJECT TO REMEASUREMENT AFTER THE PULL AT THE DISCRETION OF THE TRACK OFFICIAL(S).

5. SAFETY - SMOKING SHOULD BE RESTRICTED AROUND VEHICLES BEING REFUELED.

TRACK

- 1. TRACK AREA TO BE DEFINED AS 30 FEET WITHIN THE COMPETITION TRACK IN ANY DIRECTION.
- 2. COMPETITION TRACK TO BE 35 FEET WIDE (30 FT MINIMUM WIDTH) AND HAVE A FINISH LINE OF 300 FEET. TRACK MUST HAVE A CHALKED SIDE BOUNDARY LINES (STRAIGHT & PARALLEL TO EACH OTHER) TO A MINIMUM LENGTH OF 320 FEET. A FLOATING FINISH LINE WILL BE THE STANARD UNLESS A PULL-OFF IS USED.
- 3. STARTING LINE, 100 FT, 150, FT, 200 FT, 250 FT, 300 FT, & 330 FT WILL BE CHALKED/MARKED ON EVERY TRACK.
- 4. IT IS RECOMMENDED TO HAVE A D.O.T. EQUAL BARRIER BETWEEN THE TRACK & SPECTATOR AREAS. THIS BARRIER SHOULD RUN THE ENTIRE LENGTH OF THE TRACK & A MINIMUM OF 10 FT FROM THE SIDELINE OF THE TRACK. (50 FT APART & PARALLEL TO EACH OTHER)
- 5. SAFETY FENCES MUST BE USED TO KEEP SPECTATORS OUT OF THE STAGING AREA & RUN-OFF AREA. IF A D.O.T. BARRIER IS NOT USED ON THE TRACK, A FENCE MUST BE PLACED NO CLOSER THAN 50 FEET FROM THE SIDELINE OF THE TRACK TO KEEP SPECTATORS AT A SAFE DISTANCE IN CASE OF EMERGENCIES.

CAROLINA OUTLAW PULLING SERIES RULES

NON-LEGAL VEHICLES

1. THE PROMOTER HAS THE RIGHT TO ALLOW A NON-LEGAL VEHICLE TO PULL AS LONG AS THE PULLER CALLS AND ASKS FOR PERMISSION TO PULL.
2. THE PROMOTER(S) MAY ALLOW VEHICLES NOT MEETING CLASS RULES TO PULL EXHIBITION AT THE END OF A CLASS. THE ANNOUNCER(S) MUST ANNOUNCE THAT THE VEHICLE(S) ARE PULLING EXHIBITION ONLY BECAUSE THEY DO NOT LEGALLY MEET THE RULE REQUIREMENTS FOR THE CLASS.
3. ANY EXHIBITION VEHICLE MUST PULL AFTER ALL LEGAL VEHICLES HAVE HOOKED, BUT BEFORE THE PULL-OFF HAS STARTED. (IF A PULL-OFF IS IN PLACE)

PROMOTERS RESPONSIBILITY

1. PROMOTER IS RESPONSIBLE FOR OBTAINING LIABILITY INSURANCE COVERAGE FOR THIS EVENT. THIS IS INSURANCE MUST BE ABLE TO COVER ANY ACCIDENT THAT MAY CAUSE PHYSICAL HARM TO ANY SPECTATOR, STAFF MEMBER, OR SPECTATOR, AS WELL AS DAMAGE TO ANY PULLING VEHICLE, EQUIPMENT, OR FACILITY IN ANY WAY.
2. PROMOTER IS STRONGLY ENCOURAGED TO PURCHASE WEATHER INSURANCE FOR THIS EVENT TO COVER EXPENSES IN THE CASE OF A RAIN OUT.
3. PROMOTER IS RESPONSIBLE FOR PREPARATION OF FACILITY. THIS INCLUDES THE TRACK AREA, ALL PARKING ARRANGEMENTS FOR SPECTATORS, PULLERS, & STAFF, ADMISSION GATE WORKERS, SPECTATOR SEATING, BATHROOM FACILITIES, CONCESSIONS, GARBAGE COLLECTION, AND ANNOUNCERS STAND/TABLE LOCATED CLOSE TO THE TRACK AS POSSIBLE.
4. PROMOTER IS RESPONSIBLE FOR PROVIDING A DAY-OF-PULL PHONE NUMBER FOR EVENT INFORMATION
5. PROMOTER IS RESPONSIBLE FOR OBTAINING SECURITY FOR THE EVENT, AS WELL AS EMT, & FIRE DEPARTMENT SAFETY CREWS FOR COMPETITION & SPECTATORS.
6. ALL TRACK EQUIPMENT IS THE RESPONSIBILITY OF THE PROMOTER, THIS INCLUDES:
 - A. LOADER CAPABLE OF LIFTING 4000 LBS. (BACKHOE, WHEEL LOADER, OR ALL TERRAIN FORKLIFT)
 - B. LARGE MOTORGRADER WITH RIPPER, LARGE TRACTOR (100+ HP & LARGE DISK HARROW OR CHISEL PLOW, WATER TRUCK OR WAGON AT LEAST 2000 GALLON CAPACITY FOR TRACK PREPARATION.
 - C. MINIMUM 3 TRACTORS MINIMUM 50 HP FOR TRACK MAINTENANCE & TOW TRACTORS.
 - D. TRACK PACKER (RUBBER TIRED PREFERRED, SMOOTH DRUM ACCEPTABLE)
7. PROMOTER IS RESPONSIBLE FOR SUPPLYING A FLAT, HARD SURFACE 10 FT WIDE, 25 FT LONG FOR PLACEMENT OF SCALES.

CAROLINA OUTLAW PULLING SERIES RULES

RAINOUT/CANCELLATION POLICIES

1. WHEN AN EVENT IS CANCELED BEFORE ALL OF THE SCHEDULED CLASSES HAVE BEEN COMPLETED, THE PURSE WILL BE EQUALLY SPLIT BETWEEN ALL COMPETITORS LEGALLY ENTERED IN THOSE CLASSES. IF THERE ARE LESS ENTRIES IN THE CLASS THAN PURSE SLOTS, ONLY THE TOP POSITIONS WILL BE SPLIT (IE. 3 ENTRIES IN A 5 PURSE SLOT CLASS WILL RECEIVE 1ST, 2ND, & 3RD PLACE SPLIT EVENLY)
2. WHEN A SANCTIONED CLASS IS CANCELED BEFORE THE CLASS IS COMPLETED, THE PURSE FOR THAT CLASS WILL BE SPLIT EVENLY BETWEEN THE COMPETITORS THAT WERE LEGALLY ENTERED IN THE CLASS.
3. ENTRY FEES FROM ALL EVENTS WILL BE RETAINED BY C.O.P.S., THIS MONEY WILL GO TOWARDS THE YEAR-END POINTS FUND.

MEMBERSHIPS & POINTS

1. COMPETITORS MUST BE PAID MEMBERS OF THE CURRENT SEASON TO COLLECT POINTS WITH C.O.P.S. FOR THAT SEASON. POINTS ARE COLLECTED BY THE VEHICLE, NOT THE DRIVER.
2. VEHICLES WILL ONLY BEGIN ACCUMULATING POINTS ONCE THEY HAVE PAID THE MEMBERSHIP FEE AND TURNED IN THE COMPLETED MEMBERSHIP FORM. (IE. IF A VEHICLE COMPETES AT THE FIRST EVENT OF THE SEASON, BUT DOES NOT MAKE PAYMENT OF THE MEMBERSHIP FEE UNTIL THE SECOND EVENT, NO POINTS WILL BE AWARDED FOR THE FIRST EVENT.)
3. ALL VEHICLES MUST BE DRIVEN BY A CURRENT MEMBER OF C.O.P.S. TO COLLECT POINTS. MAY BE A REGISTERED DRIVER FROM ANOTHER VEHICLE IN THE SAME CLASS, OR A DIFFERENT CLASS. DRIVERS WHO ARE NOT CURRENT MEMBERS WILL BE CHARGED A NON-MEMBER HOOK FEE, EVEN IF DRIVING A REGISTERED VEHICLE.
4. MEMBERSHIP INCLUDES;
 - A. ALL VEHICLES REGISTERED WITH C.O.P.S. WILL RECEIVE FREE ADMISSION TO ALL POINTS EVENTS FOR ONE DRIVER & ONE CREW PERSON. C.O.P.S. WILL PROVIDE A LIST OF ALL MEMBERS & CREW MEMBERS TO GATE ATTENDANTS AT EACH EVENT.
 - B. REDUCED HOOK FEE OF \$20 IN ALL POINTS CLASSES AT EVERY POINTS EVENT. (NON MEMBERS WILL BE CHARGED \$30 IN POINTS CLASSES)
 - C. ALL CURRENT PAID MEMBER VEHICLES WILL BE PAID A MINIMUM PURSE OF \$40 AT ALL POINTS EVENTS IF THEY PLACE BELOW LAST PLACE IN THE PURSE STRUCTURE. (IE. IF THE CLASS PURSE STRUCTURE PAYS BACK FOUR PLACES, AND A MEMEBR PLACES FIFTH, SIXTH, SEVENTH, ETC., ALL MEMBERS BELOW FOURTH WILL STILL BE PAID \$40 EACH)
 - D. ALL DRIVER & VEHICLE INFORMATION WILL BE KEPT ON FILE WITH C.O.P.S. FOR AN EASIER, FASTER, ENTRY PROCESS.
5. FOR A VEHICLE TO BE CONSIDERED "OFFICIALLY ENTERED", THE VEHICLE MUST BE ENTERED FOR THE SESSION, ENTRY FEES PAID, & THE VEHICLE MUST PASS TECH INSPECTION. IT IS THE COMPETITORS RESPONSIBILITY TO HAVE A TECH OFFICAL INSPECT THEIR VEHICLE.
6. AT THE END OF THE SEASON ANY OF THE TOP 5 POSITIONS RESULT IN A TIE, THE VEHICLE WITH THE MOST WINS WILL BE AWARDED THE HIGHER POSITION. IF NEITHER VEHICLE HAS ANY WINS IT WILL BE DECIDED BY 2ND PLACES. IF NIETHER VEHICLE HAS ANY 2ND PLACES IT WILL BE DECIDED BY 3RD PLACES, ETC.... IF A CLEAR WINNER STILL CANNOT BE DETERMINED, THE TIE WILL STAND & EACH COMPETITOR WILL RECEIVE EQUAL POINTS MONEY AND/OR OTHER PRIZES.

CAROLINA OUTLAW PULLING SERIES RULES

7. IF A VEHICLE IS BANNED FROM FUTURE EVENTS, ALL ACCUMULATED POINTS FOR THAT SEASON WILL BE DROPPED.
8. ALL VEHICLES RUNNING FOR POINTS MUST ATTEND A MINIMUM OF 2/3 OF ALL SCHEDULED HOOKS IN ORDER TO QUALIFY FOR YEAR END POINTS MONEY.
9. POINTS STRUCTURE AS FOLLOWS;

1 ST - 50	6 TH - 40	11 TH - 30
2 ND - 48	7 TH - 38	12 TH - 28
3 RD - 46	8 TH - 36	13 TH - 26
4 TH - 44	9 TH - 34	14 TH - 25
5 TH - 42	10 TH - 32	15 TH - 25

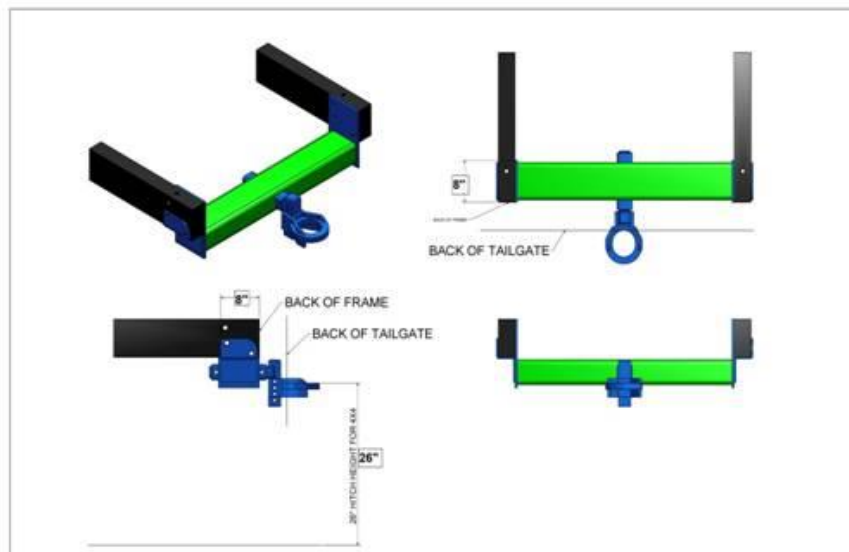
ALL REMAINING COMPETITORS WILL RECEIVE 25 POINTS RESPECTIVELY, IF A MEASURABLE DISTANCE HAS BEEN MADE UNDER GREEN FLAG CONDITIONS. IF COMPETITOR DOES NOT MAKE A MEASURABLE DISTANCE COMPETITOR WILL RECEIVE 15 POINTS.
10. DISQUALIFICATIONS WILL RECEIVE LAST PLACE POINTS AND MONEY IN THEIR CLASS.
11. 2/3 OF A CLASS PRESENTED SHALL MAKE THE CLASS OFFICIAL.
12. WHEN A CLASS HAS BEEN OFFICIALLY PRESENTED, BUT MUST BE CALLED OFF BECAUSE OF ANY REASON, THE PURSE AND THE POINTS WILL BE SPLIT EQUALLY FOR ALL COMPETITORS BASED ON THE NUMBER OF ENTRIES IN THE CLASS.
13. POINTS MUST BE OBTAINED BY VEHICLE. IF FRAME, BODY, AND/ OR DESIGN CHANGES FOR MECHANICAL REASONS DURING SEASON, OR OWNERSHIP CHANGES DURING THE OFF-SEASON, MUST BE APPROVED BY C.O.P.S.
14. RAINOUT/CANCELLATION SCENARIOS WILL BE AS FOLLOWS:
 - A. IF IS CANCELLED BEFORE ANY CLASS BEGINS, ALL VEHICLES ON THE GROUNDS & OFFICIALLY ENTERED WILL RECEIVE 15 POINTS.
 - B. IF A CLASS IS CANCELLED BEFORE IT IS COMPLETED, EACH VEHICLE ENTERED WILL RECEIVE 15 POINTS.
 - C. IF A CLASS IS CANCELLED BEFORE IT BEGINS, ALL VEHICLES ON THE GROUNDS & OFFICIALLY ENTERED WILL RECEIVE 15 POINTS.
 - D. IF A VEHICLE THAT HAS CALLED AND CHECKED IN WITH ENTRY OFFICIAL FOR LATE ENTRY IS NOT ON THE EVENT GROUNDS BEFORE RAINOUT IS CALLED, NO POINTS WILL BE GIVEN.
 - E. NO RAIN POINTS WILL BE GIVEN IF ENTRY DOES NOT OPEN.

HITCHES

1. HITCH MUST BE RIGID IN ALL DIRECTIONS. HITCH LENGTH AND HEIGHT CANNOT CHANGE BEFORE, DURING, OR AFTER PULL. DRAWBARS MUST HAVE THE PIVOT PIN ON THE SAME PLANE AS THE HOOK POINT. DRAWBAR MUST BE PARALLEL TO THE GROUND WITHIN 2-1/4" OVER ITS 18" LENGTH (TRACTOR/2WD TRUCK) 15°. NO CAM, "L" OR DROP DOWN HITCHES OR CAM TYPE REAR ENDS PERMITTED.
2. ALL DRAWBARS WILL HAVE AN OPENING MINIMUM OF 3.75" X 3" INCHES.

CAROLINA OUTLAW PULLING SERIES RULES

3. ALL CLASSES THROUGH 7500# MUST MEET THE FOLLOWING REQUIREMENTS: DRAWBAR MUST BE A MINIMUM OF TWO (2) SQUARE INCHES TOTAL MATERIAL AT ANY POINT. THIS WILL INCLUDE AREA OF THE PIN REMOVED; PIN WILL BE 7/8 MINIMUM. MUST BE A STEEL DRAWBAR, NOT MORE THAN 1-1/2" BY 1-1/2" SQUARE STOCK, NOR LESS THAN ONE BY ONE.
4. ALL CLASSES ABOVE 7500# MUST MEET THE FOLLOWING REQUIREMENTS: DRAWBAR MUST BE A MINIMUM OF 2 1/2 SQUARE INCHES TOTAL MATERIAL AT ANY POINT. THIS WILL INCLUDE AREA OF THE PIN REMOVED; PIN WILL BE 15/16 MINIMUM. MUST BE A STEEL DRAWBAR, NOT MORE THAN 1-1/2" BY 1-1/2" SQUARE STOCK, NOR LESS THAN 1 1/4 BY 1 1/4.
5. **4X4 TRUCKS:**
 - A. DRAWBAR MUST BE MOUNTED SOLID TO FRAME AND RIGID IN ALL DIRECTIONS
 - B. PULLING POINT CAN BE NO MORE THAN 1 1/2 INCHES FROM BACK OF DRAWBAR.
 - C. NO CABLE, CHAIN, OR CLEVIS' ALLOWED IN HITCHING DEVICE. A CLEVIS MAY BE USED IN A REESE HITCH ONLY.
 - D. NO HITCH SUPPORTS OR ADJUSTERS, IF FASTENED TO THE REAR AXLE HOUSING SHALL BE ABOVE THE CENTER LINE OF THE REAR AXLE. THE ADJUSTERS CANNOT ATTACH TO ANYTHING ABOVE THE CENTERLINE OF THE REAR AXLE, ADJUSTERS MAY ONLY GO DOWNWARD.
 - E. IF BED IS TOO LONG IT MAY BE CUT TO ACCOMMODATE DRAWBAR LENGTH.
 - F. HITCH POINT MUST BE CLEAR AND VISIBLE FOR HOOK AND UNHOOK OF SLED CHAIN.
6. **TRACTORS:**
 - A. MINIMUM HITCH LENGTH 18 INCHES FROM CENTER OF REAR AXLE TO HOOK POINT MEASURED HORIZONTALLY.
 - B. HITCH HEIGHT MAXIMUM OF 20 INCHES AND MUST BE PARALLEL TO GROUND. ALL HITCHES MUST BE CUT FROM ONE SOLID STEEL PIECE WITH NO WELDS.
7. ANY BOLT USED ANYWHERE IN ANY HITCH MUST BE GRADE 8.
8. ALL REESE STYLE HITCHES MUST USE A GRADE 8, 5/8" BOLT IN PLACE OF A STANDARD HITCH PIN.
9. ANY VEHICLE WITH A HITCH DECLARED UNSAFE OR ILLEGAL BY ANY C.O.P.S. OFFICIAL WILL NOT BE ALLOWED TO HOOK TO THE SLED.



CAROLINA OUTLAW PULLING SERIES RULES

SAFETY SWITCHES

ALL VEHICLES REQUIRED TO USE A KILL SWITCH MUST BE IN ACCORDANCE TO THE FOLLOWING SPECIFICATIONS.

1. KILL SWITCH WILL BE SECURELY MOUNTED TO THE BACK OF THE VEHICLE AND HAVE A TWO (2) INCH DIAMETER RING TO ATTACH THE SLED. **RING MUST BE A MINIMUM OF 1/8" THICK, IF USING A SPLIT RING (KEYCHAIN STYLE) RING, MUST BE WELDED SOLID AT THE JOINT!**
2. KILL SWITCH TO BE MOUNTED MINIMUM 4 FT., ABOVE GROUND LEVEL AND NOT MORE THAN 6" OFF CENTER EITHER WAY.
3. KILL SWITCHES WILL BE TESTED IN PRE-SESSION INSPECTIONS; DIESEL ENGINES WITH AIR-SHUTOFF WILL BE CHECKED WITHOUT THE ENGINE RUNNING. KILL SWITCHES WILL BE TESTED AT EVERY PULL. THE AUTHORITY TO PULL THE KILL SWITCH IS LEFT UP TO THE SLED OPERATOR AND IS A JUDGMENT CALL, NOT SUBJECT TO QUESTION.
4. A TIE STRAP WILL BE USED DURING TECH TO SHOW VEHICLES HAVE BEEN TECHED. A 1/4" HOLE WILL BE USED TO SECURELY HOLD TIE STRAP JUST ABOVE THE KILL SWITCH. ONLY IF TIE STRAP IS BROKEN, DECIDED BY HEAD TRACK OFFICIAL, WILL COMPETITOR BE GIVEN OPPORTUNITY TO PULL AGAIN.
5. A WHITE SAFETY LIGHT IS REQUIRED TO INDICATE THAT COMPETITION VEHICLE IS IN NEUTRAL DURING PROCESS OF HOOKING OR UNHOOKING FROM SLED. AN ADDITIONAL REVERSE LIGHT, IS HIGHLY RECOMMENDED, AMBER IN COLOR WILL ILLIUMINATE WHEN VEHICLE IS IN REVERSE.
6. KILL SWITCHES ON DIESEL MOTORS WILL HAVE THE FOLLOWING:
 - A. AIR SHUT OFF MUST BE OPERATED FROM DRIVER' SEAT.
 - B. AIR SHUT OFF WILL CONSIST OF CAP OR GUILLOTINE THAT CLOSES OFF AIR INTO THE ENGINE. THE CAP OR GUILLOTINE WILL BE SPRING LOADED.
7. KILL SWITCHES ON SPARK IGNITION VEHICLES MUST;
 - A. BREAK THE ELECTRICAL CURRENT TO THE IGNITION SYSTEM.
 - B. BREAK THE ELECTRICAL CURRENT TO ALL ELECTRIC FUEL PUMPS.

FENDERS & SEATS

1. ALL TRACTORS MUST HAVE SOME TYPE OF BARRIER BETWEEN DRIVER AND TIRE. BARRIER MUST BE CAPABLE OF SUPPORTING WEIGHT OF DRIVER.
2. ALL VEHICLES MUST HAVE A STRONG AND RIGID SEAT.
3. FENDER MUST BE CONSTRUCTED SO THAT WHEN DRIVER IS SECURED IN THE COMPETITION POSITION, NO PART OF DRIVER'S BODY CAN TOUCH THE TIRES.

STABILIZER BARS

1. STABILIZER BARS SHOULD BE RIGID IN ALL DIRECTIONS AND MUST SUPPORT THE WEIGHT OF THE VEHICLE FOR THE HEAVIEST CLASS IT WILL COMPETE IN. THIS WILL BE TESTED BY JACKING UP THE PADS SO VEHICLE IS COMPLETELY OFF THE GROUND. BARS OR PADS MUST NOT BEND OR TWIST ANY DIRECTION.
2. STABILIZER BARS MUST HAVE PADS, NO WHEELS.
3. STABILIZER PADS MUST NOT BE MORE THAN TEN (10) INCHES OFF THE GROUND.
4. THE STABILIZER PAD SHOULD BE PARALLEL TO THE GROUND AND MUST BE A MINIMUM OF FIVE (5) INCHES SQUARE, WITH A MINIMUM IF 20" ALLOWED FROM THE OUTSIDE OF ONE PAD TO THE OTHER.

CAROLINA OUTLAW PULLING SERIES RULES

5. STABILIZER BARS MAY BE IN NO WAY CONNECTED TO DRAWBAR ASSEMBLY.
6. STABILIZER BARS MUST HAVE A BRACE THAT EXTENDS VERTICALLY TWELVE (12) INCHES FROM THE REAR MOST TIP OF THE SKID PADS. THERE MUST BE A SUPPORT BRACE EXTENDING INWARD TO FRAME AXLE OR TOP OF STABILIZER BAR ARMS. VERTICAL RACE SHOULD EXTEND REARWARD A MINIMUM OF TWO (2) INCHES FROM RADIUS OF REAR TIRE.
7. STABILIZER BARS ARE REQUIRED ON ALL CLASSES, EXCEPT FOR 4X4 TRUCKS.

CAROLINA OUTLAW PULLING SERIES RULES

4,000 LB. LIGHTWEIGHT 4X4 TRUCKS

THIS CLASS WILL NOT RUN FOR POINTS IN 2023. HOOK FEE WILL BE \$30.

BACK-UP SAFETY: MUST HAVE BACK-UP (REVERSE) LIGHTS EITHER STOCK OR MOUNTED WITHIN 6" OF THE KILL SWITCH, WHITE IN COLOR. THE TRANSMISSION OR THE REVERSE SHIFTER LINKAGE MUST ACTIVATE THE REVERSE LIGHT, DRIVER OPERATED TOGGLE SWITCH IS NOT ALLOWED. AN ADDITIONAL AMBER (YELLOW) SAFETY LIGHT IS REQUIRED TO INDICATE THAT COMPETITION VEHICLE IS IN NEUTRAL DURING PROCESS OF HOOKING OR UNHOOKING FROM SLED.

BALLAST: FRONT WEIGHTS MAY NOT EXTEND MORE THAN 36" FROM CENTERLINE OF THE FRONT AXLE. NO LOOSE WEIGHTS ALLOWED ANYWHERE IN THE VEHICLE. FRONT WEIGHT BOXES WILL BE RIGID & HAVE A MINIMUM OF 8" GROUND CLEARANCE. MUST HAVE A FRONT TOW HITCH STRONG ENOUGH TO PUSH, PULL OR PICK THE VEHICLE UP. ONLY A 6"X6" PIECE OF STEEL WITH A MINIMUM THICKNESS OR 1" AND A MAXIMUM OF 1.25" THICKNESS WILL BE ALLOWED. A ROUND THREE (3) INCH HOLE IS REQUIRED IN FRONT TOW HITCH. MUST HAVE TWO WHEELS, MORE THAN 6" OFF THE GROUND, NO MORE THAN 6" BACK FROM THE FRONT EDGE OF THE WEIGHT BOX/RACK. WHEELS MUST BE A MINIMUM OF 6" DIAMETER, 4" WIDE. THESE WHEELS MUST SUPPORT THE WEIGHT OF THE VEHICLE. WHEELS MUST BE A MINIMUM OF THREE FEET APART.

BATTERIES: THE BATTERIES MUST BE SECURELY MOUNTED. THEY MAY NOT BE LOCATED IN THE DRIVER COMPARTMENT.

BODY: VEHICLE MUST HAVE HOOD, GRILL, AND FENDERS IN PLACE AS INTENDED BY MANUFACTURER. BODY STYLE MUST HAVE BEEN AVAILABLE FROM A DEALER AS MASS PRODUCED, MUST MAINTAIN ORIGINAL APPEARANCE. NO CAB & BARE CHASSIS, NO FLATBEDS ALLOWED. MUST HAVE METAL (OR FIBERGLASS) BED FENDERS, DOORS, FRAME, HOOD, & BED SHELL. THE HOOD MUST BE CLOSED AND SECURELY LATCHED WHILE THE VEHICLE IS HOOKED TO THE SLED. ALL TRUCK BEDS MUST HAVE A METAL FLOOR OR BED COVER, MAY COMPETE WITHOUT A TAILGATE. OEM OR LEXAN WINDSHIELD & ALL WINDOWS MUST BE IN PLACE. NO MUD FLAPS OR DIRT DEFLECTORS ALLOWED.

BRAKES: FRONT HYDRAULIC BRAKES ARE REQUIRED. MUST BE ABLE TO COMPLETELY STOP THE VEHICLE SAFELY.

CHASSIS: OEM FRAME RAILS ONLY, NO TUBE CHASSIS ALLOWED.

COOLING SYSTEM: NO COOLING SYSTEM COMPONENTS ALLOWED IN THE DRIVERS COMPARTMENT.

DRIVELINE: DRIVELINE IS OPEN TO ANY FRONT AXLE, ANY REAR AXLE, ANY TRANSMISSION, & ANY TRANSFER CASE. NO PLANETARIES ALLOWED.

DRIVELINE SHIELDING: ALL TRUCKS WILL HAVE LOOPS 360° AROUND DRIVELINE TWO (2) INCHES AWAY FROM DRIVELINE, MADE OF 3/8" ALUMINUM OR 5/16" STEEL, AND SPACED EVERY 36 INCHES. ALL INTERMEDIATE SHAFTS BETWEEN TRANSMISSION AND TRANSFER CASE WILL BE TOTALLY ENCLOSED IN 3/8 "ALUMINUM OR 5/16" STEEL, 1/4" OF SHAFT MAY BE VISIBLE. AXLE SHIELDS ARE REQUIRED. SHIELD TO BE .060" THICKNESS STEEL OR ALUMINUM. SHIELD NOT TO BE MOUNTED TO AXLE ENDS OR HUB BOLTS. A SINGLE HOLE MAY BE CUT IN ONE TO ALLOW LOCKING OF HUBS.

DRIVER SAFETY: MINIMUM OF LAP BELT REQUIRED WHILE HOOKED TO THE SLED. ALL DRIVERS MUST WEAR A HELMET (APPROVED BY SNELL, DOT, SFI, ETC.), A SINGLE LAYER OR BETTER FIRE JACKET (APPROVED BY SFI, SEMA, ETC.), LONG PANTS, & CLOSED TOE SHOES. **NO OPEN TOE SHOES ALLOWED WHILE ON THE TRACK!**

CAROLINA OUTLAW PULLING SERIES RULES

DRIVESHAFT LOOPS: ALL U-JOINTS MUST BE SHIELDED 360° WITH 3/8" THICK ALUMINUM OR 5/16" THICK STEEL. SHIELD WILL BE SIX (6) INCHES LONG MINIMUM AND CENTERED ON U JOINT. INSIDE DIAMETER OF SHIELD WILL BE NO MORE THAN TWO (2) INCHES LARGER THAN U-JOINT. IF ALUMINUM IS USED ON U-JOINT SHIELD, AND 1/8" INSERT WILL BE PUT INSIDE OF SHIELD AT U-JOINT AREA SIX (6) INCHES WIDE. ALL TRUCKS WILL HAVE THREE (3) LOOPS PER SHAFT, EVENLY SPACED ON DRIVELINE, 3/8" ALUMINUM OR 5/16" STEEL THICKNESS, TWO (2) INCH MAXIMUM AWAY FROM DRIVELINE.

ENGINES:

- A. REAR OF ENGINE BLOCK MUST NOT BE FURTHER FORWARD THAN THE CENTERLINE OF THE FRONT AXLE.
- B. ENGINES LIMITED TO 505 CI. WITH NO ALLOWANCE. FACTORY BORE SPACING MUST BE RETAINED. ALUMINUM BLOCKS ARE ALLOWED WITH STEEL CYLINDER HEADS ONLY, ALUMINUM CYLINDER HEADS ARE ALLOWED ON STEEL BLOCKS ONLY.
- C. MAXIMUM OF TWO VALVES PER CYLINDER, A SINGLE UNLIMITED CARBURETOR IS ALLOWED. NO FUEL FORM OF FUEL INJECTION OR FORCED INDUCTION ALLOWED.
- D. MUST HAVE SIDE SHIELDS EXTENDING FROM THE BASE OF THE CYLINDER HEAD TO 2" BELOW THE CENTERLINE OF THE CRANKSHAFT. FRAME RAIL MAY BE USED AS ALL OR PART OF THE SHIELD PROVIDED IT IS SOLID AND COVERS THE REQUIRED. SHIELD MUST BE A MINIMUM OF .060" THICKNESS STEEL OR ALUMINUM AND POSITIONED WITHIN A MAXIMUM OF 3" OF THE BLOCK. IT IS RECOMMENDED THESE SHIELDS BE BENT 90° AT THE BOTTOM & EXTEND HORIZONTALLY INWARD TO MEET THE OIL PAN. SHIELDS MUST BE SECURELY FASTENED & MOUNTED.

EXHAUST: MUST BE DISCHARGE VERTICALLY. HEIGHT TO BE A MINIMUM OF 8" ABOVE THE BEND. NO RAIN CAPS (FLAPPERS), OR MEGAPHONE PIPES ALLOWED.

FIRE EXTINGUISHER SYSTEM: A FIRE EXTINGUISHER SYSTEM IS REQUIRED, MINIMUM 2 ½ LB. IT MUST BE SECURELY MOUNTED.

FIREWALL: MUST HAVE A COMPLETE FIREWALL WITH NO HOLES EXCEPT FOR CONTROLS. HOLES NOT TO EXCEED 1/2" LARGER THAN CONTROL.

FLOOR: MUST HAVE A FLOORPAN STRONG ENOUGH TO SUPPORT THE DRIVERS WEIGHT.

FUEL: MUST BE PUMP GAS OR RACE GAS. NO ALCOHOL, NITROUS OXIDE, OR NITROUS ACCESSORIES ALLOWED ON ENGINE, (PLATE, ETC.) NO "HOMEBREW" MIXTURES.

FUEL SYSTEM: THE OEM FUEL TANK OR RACING FUEL CELL ARE REQUIRED, NO HOMEMADE TANKS, NO TANKS ALLOWED INSIDE THE CAB. NITROUS & PROPANE IN ANY FORM IS PROHIBITED, ALL SYSTEM COMPONENTS MUST BE REMOVED FROM THE VEHICLE.

HARMONIC BALANCER: ALL ENGINES MUST BE EQUIPPED WITH A HARMONIC BALANCER OR DAMPENER MEETING SFI SPEC 18.1.

HITCH: DRAWBAR MUST BE STATIONARY IN ALL DIRECTIONS. MAXIMUM HITCH HEIGHT OF 17". MINIMUM OF 30% OF THE WHEELBASE FROM CENTERLINE OF REAR AXLE TO HOOK POINT (MUST NOT HAVE MEANS TO BE MADE SHORTER). MAXIMUM DRAWBAR ANGLE OF 25 DEGREES PARALLEL TO THE GROUND. NO "TRICK HITCHES" ALLOWED.

INTERIOR: DRIVERS SEAT & SEATBELT MUST BE MOUNTED SOLID & SAFELY. NO UNSAFE EXPOSED ELECTRICAL WIRING.

CAROLINA OUTLAW PULLING SERIES RULES

KILL SWITCH: IGNITION KILL SWITCH (MUST ALSO KILL ELECTRIC FUEL PUMP) MUST BE MOUNTED IN CENTER OF TRUCK/TAILGATE, AND AT LEAST 30" OFF THE GROUND. THE USE OF AN ELECTRICAL PLUG IN THE CIRCUIT THAT COMES APART WHEN VEHICLE BREAKS AWAY FROM THE SLED OR IS PULLED BY SLED OPERATOR IS ACCEPTABLE. MUST HAVE A MINIMUM 2" I.D. STEEL RING ON THE REAR HOOK POINT OF THE KILL SWITCH TO HOOK TO KILL CABLE ON SLEDS.

REAR END: REAR AXLE BOLTS MUST BE COVERED BY A CAP OR SHIELD. TAB TO BE WELDED ON TOP, CENTER OF REAR DIFFERENTIAL FOR MEASURING OF HITCH.

REAR BUMPERS: ALL TRUCKS SHOULD HAVE A REAR BUMPER OR VERTICAL BUMPER BARS STRONG ENOUGH TO STAND A REAR IMPACT OF THE SLED. MINIMUM 8" VERTICAL BUMPER BAR TO BE PLACED INLINE WITH THE FRAMERAIL, THE BOTTOM OF THE BAR TO BE NO MORE THAN 18" OFF THE GROUND, AND LOCATED BEYOND THE REARMOST PART OF THE BODY/CHASSIS/DRAWBAR. BUMPER BARS MUST BE BRACED FORWARD TO FRAME BOTH TOP & BOTTOM, NO "T" STYLE BARS. MINIMUM 1-1/2" ROUND OR SQUARE TUBING, .095" MINIMUM THICKNESS.

SUSPENSION, FRONT: ALL AIR OR HYDRAULIC SUSPENSION SYSTEMS MUST HAVE ALL LINES & CONTROL SWITCHES DISCONNECTED DURING COMPETITION.

SUSPENSION, REAR: SOLID REAR SUSPENSIONS ARE ALLOWED, ALL WELDS MUST BE SOLID & APPROVED SAFE BY OFFICAL.

THROTTLE: EITHER THE NORMAL FOOT THROTTLE OR AN APPROVED SPRING-LOADED, RETURN-TO-IDLE HAND THROTTLE WILL BE PERMITTED IN THIS CLASS.

TIRES: MAXIMUM TIRE SIZE OF 31"X15.50", CEPECKS & BAR TIRES ARE ALLOWED. MAXIMUM RIM SIZE OF 15" AND 18" WIDE. MAXIMUM CIRCUMFERENCE OF 98" INFLATED TO 30 PSI. ORIGINAL BAR NOT TO EXCEED 15.5" WIDE BEFORE CUTTING. NO DUALS ALLOWED.

TRANSMISSION, AUTOMATIC: NON-OEM TRANSMISSIONS ARE ALLOWED. TRANSMISSION BRAKES ARE PROHIBITED. ANY NON-OEM FLOOR-MOUNTED AUTOMATIC TRANSMISSION SHIFTER MUST BE EQUIPPED WITH A SPRING-LOADED POSITIVE REVERSE LOCKOUT DEVICE TO PREVENT THE SHIFTER FROM ACCIDENTALLY BEING PUT INTO REVERSE GEAR. A FUNCTIONAL NEUTRAL SAFETY SWITCH IS MANDATORY. ALL TRANSMISSION LINES MUST BE METALLIC OR HIGH-PRESSURE-TYPE HOSE. ALL VEHICLES USING AN AUTOMATIC TRANSMISSION MUST BE EQUIPPED WITH AN APPROVED TRANSMISSION SHIELD (SEMA, SFI, ETC.). A BLANKET-TYPE SHIELD IS PERMITTED, IT SHOULD EXTEND FROM THE REAR OF THE BLOCK TO THE REAR OF THE CLUTCH AREA OF THE TRANSMISSION. THE BELL HOUSING AREA IS TO BE COMPLETELY COVERED SIX INCH OVERLAP WHERE IT IS FASTENED. ALL VEHICLES USING AN AUTOMATIC TRANSMISSION MUST BE EQUIPPED WITH A FLEX PLATE MEETING SEMA OR SFI SPECIFICATIONS.

TRANSMISSION, MANUAL: NON-OEM TRANSMISSIONS ARE ALLOWED. A CLUTCH MEETING SFI OR SIMILAR SPECIFICATIONS ARE REQUIRED. SEQUENTIAL SHIFTERS ARE PROHIBITED. ALL VEHICLES EQUIPPED WITH A MANUAL TRANSMISSION MUST HAVE A FLYWHEEL SHIELD LABELED AS MEETING MINIMUM SFI SPEC 6.3 OR SIMILAR. APPLICATIONS FOR WHICH AN SFI SPEC FLYWHEEL SHIELD IS NOT AVAILABLE MAY USE A PROPERLY ATTACHED BLANKET (SEMA, SFI, ETC.) THAT COMPLETELY COVERS THE BELLHOUSING, IT MUST BE ATTACHED TO THE BLOCK AND EXTEND REARWARD TO THE TRANSMISSION WITH A MINIMUM SIX INCH OVERLAP WHERE IT IS FASTENED. ALL TRANSMISSIONS OR CLUTCH PEDALS MUST HAVE A SAFETY INTERLOCK SWITCH SO THAT VEHICLE WILL NOT START IN GEAR.

WEIGHT: MAXIMUM 4,000 LBS WITH FUEL, OIL, WATER, COOLANT, & DRIVER, READY TO COMPETE.

WHEELBASE: MAXIMUM WHEELBASE OF 112". MAXIMUM TRACK WIDTH OF 102". WHEELS MUST BE CENTERED IN WHEEL WELLS +/- 6". BODY MAY BE ALTERED TO FIT THE WHEELBASE. BODY & FRAME DO NOT HAVE TO BE OF THE SAME MANUFACTURER.

CAROLINA OUTLAW PULLING SERIES RULES

6,200 LB. HOT STREET GAS 4X4 (REPLACES SMALL BLOCK GAS 4X4)

ALL TRUCKS RUNNING FOR POINTS, OR ENTERING THIS CLASS MORE THAN THREE (3) TIMES A YEAR, MUST OBEY ALL SAFETY RULES. THIS INCLUDES, HELMET, FIRE SUIT, DRIVESHAFT LOOPS, TRANSMISSION/CLUTCH BLANKET, KILL SWITCH, ETC...

BACK-UP SAFETY: MUST HAVE BACK-UP (REVERSE) LIGHTS EITHER STOCK OR MOUNTED WITHIN 6" OF THE KILL SWITCH. THE TRANSMISSION OR THE REVERSE SHIFTER LINKAGE MUST ACTIVATE THE REVERSE LIGHT – DRIVER OPERATED TOGGLE SWITCH IS NOT ALLOWED.

BALLAST: BALLAST IS PERMITTED, NOT TO EXCEED 60 INCHES FORWARD OF THE CENTER OF THE FRONT AXLE. THIS WILL BE MEASURED FROM CENTER OF FRONT WHEELS TO FURTHEMOST MOST POINT OF THE WEIGHTS OR WEIGHT RACK/BOX. **ALL TRUCKS WITH A WHEELBASE LONGER THAN 144" WILL BE LIMITED TO ALL FRONT WEIGHTS TO BE A MAXIMUM OF 195" FROM THE CENTER OF THE REAR AXLE. THIS WILL BE MEASURED FROM THE CENTER OF THE REAR WHEELS TO THE FURTHEMOST POINT OF THE WEIGHTS OR WEIGHT RACK/BOX.** WEIGHTS NOT TO EXCEED 80" WIDE (40" FROM CENTER OF TRUCK). TOW RING, MINIMUM OF 2 INCH I.D. RECOMMENDED ON FRONT OF WEIGHT BOX OR RACK. NO WEIGHTS ALLOWED IN CAB OF TRUCK.

BATTERIES: THE BATTERIES MUST BE SECURELY MOUNTED. THEY MAY NOT BE LOCATED IN THE DRIVER COMPARTMENT.

BODY: MUST BE AN OEM TRUCK BODY. NO FIBERGLASS BODY PARTS ALLOWED EXCEPT HOODS & TAILGATES. THE HOOD MUST BE CLOSED AND SECURELY LATCHED WHILE THE VEHICLE IS HOOKED TO THE SLED. OEM OR LEXAN WINDSHIELD & ALL WINDOWS MUST BE IN PLACE. **ALL TRUCKS WITH BIG BLOCK ENGINES MUST RETAIN A FACTORY, UNALTERED BED FLOOR. IF THE BED FLOOR HAS BEEN REMOVED OR REPLACED WITH DIFFERENT MATERIAL, 200 LBS OF MOVEABLE WEIGHT MUST BE MOUNTED BEHIND THE CENTERLINE OF THE REAR AXLE. IF INNER FENDERS ARE PLASTIC, SIDE SHIELDS ARE RECOMMENDED. MINIMUM .125 STEEL OR .25 ALUMINUM, SHOULD EXTEND FROM FRONT TO BACK OF ENGINE BLOCK & FROM BOTTOM OF HEADER FLANGE DOWN TO FRAME RAIL.**

BRAKES: FRONT HYDRAULIC BRAKES ARE RECOMMENDED, ALL VEHICLES MUST HAVE SOME FORM OF ADEQUATELY STOPPING THE VEHICLE.

CHASSIS: AN OEM CHASSIS IS MANDATORY, NO TUBE OR HOMEMADE CHANNEL FRAMES. BODY & CHASSIS MUST BE OF THE SAME BRAND, FRAME RAILS MAY NOT BE MADE SHORTER OR LONGER TO ALTER WHEELBASE. ALL VEHICLES ARE LIMITED TO AN EXTENDED CAB, SHORT BED CONFIGURATION.

COOLING SYSTEM: RADIATORS MUST BE LOCATED IN FRONT OF THE ENGINE IN THE STOCK LOCATION. ELECTRIC FANS ARE ALLOWED.

DRIVELINE: TRANSMISSION, TRANSFER CASE, & AXLES MUST HAVE BEEN AN OPTION ON A ONE-TON OR SMALLER PICKUP. DUAL DISK, SFI APPROVED CLUTCHES ARE ALLOWED, NO CENTRIFICAL, MULTI-DISK TYPE CLUTCHES PERMITTED!!!

DRIVER SAFETY: MINIMUM OF LAP BELT REQUIRED WHILE HOOKED TO THE SLED. ALL DRIVERS MUST WEAR A HELMET (APPROVED BY SNELL, DOT, SFI, ETC.), A SINGLE LAYER OR BETTER FIRE JACKET (APPROVED BY SFI, SEMA, ETC.), LONG PANTS, & CLOSED TOE SHOES. **NO OPEN TOE SHOES ALLOWED WHILE ON THE TRACK!**

DRIVESHAFT LOOPS: ALL TRUCKS MUST HAVE AT LEAST SIX INCH WIDE U-JOINT SHIELDS AROUND THE REAR U-JOINT CONSTRUCTED OF AT LEAST 1/4 INCH STEEL OR 3/8 INCH ALUMINUM THAT WILL SAFELY CONTAIN THE U-JOINT AND THE END OF THE REAR SHAFT. ALL SHIELDS MUST BE SECURELY MOUNTED TO THE VEHICLE. ANY FRONT SHAFT U-JOINT THAT IS VISIBLE FROM THE SIDE OF THE TRUCK MUST BE SHIELDED TO CONTAIN THE U-JOINT AND THE END OF THE SHAFT.

CAROLINA OUTLAW PULLING SERIES RULES

ENGINE (SMALL BLOCKS): THE ENGINE MUST BE CLASSIFIED AS A SMALL BLOCK FROM THE FACTORY. NO FORD MODULAR STYLE ENGINES, AND NO CHRYSLER HEMI STYLE ENGINES ALLOWED. (5.7 OEM HEMI ENGINES WILL BE ALLOWED IN STREET LEGAL TRUCKS)

- A. CENTER OF ENGINE CANNOT BE FURTHER FORWARD THAN CENTERLINE OF FRONT AXLE.
- B. ENGINES LIMITED TO 440 CI. WITH NO ALLOWANCE.
- C. AFTERMARKET BLOCKS WILL BE ALLOWED, WITH THE EXCEPTION OF THE FORD CLEVELAND SYLE ENGINE (CLEVELAND STYLE ENGINE MUST RUN A FACTORY PRODUCTION STYLE BLOCK THAT WAS AVAILABLE IN A PRODUCTION CAR OR TRUCK & HAVE ORIGINAL CASTING NUMBERS IN PLACE).
- D. CYLINDER HEADS MUST BE FACTORY VALVE ANGLE & MAY BE ALUMINUM OR CAST IRON. **NO RAISED RUNNER HEADS, NO CANTED VALVE HEADS.**
 - A. **CHEVROLET-** 18°, 15°, 12°, 9°, & SB2 HEADS WILL NOT BE ALLOWED. **CHEVROLET LS- ALL (LS STYLE) CHEVY CYLINDER HEADS MUST BE CATHEDRAL PORT STYLE. NO SQUARE/RECTANGULAR PORT LS CYLINDER HEADS PERMITTED.**
 - B. **FORD-** NO YATES, OR KAASE HEADS ALLOWED. HEADS MUST BE EITHER FACTORY VALVE ANGLE WINDSOR, OR FACTORY VALVE ANGLE CLEVELAND BASED HEADS.
 - C. **CHRYSLER-** NO INDY HEADS, OR ANY HEMI STYLE CONFIGURATION. MUST BE FACTORY VALVE ANGLE & WEDGE STYLE HEADS.
- E. SINGLE CARBURATORS ONLY, MAY BE 4500 OR 4150 FLANGE. **OEM FACTORY STYLE FUEL INJECTION IS ALLOWED. NO STAND-ALONE FUEL SYSTEMS OR PROGRAMABLE IGNITION SYSTEMS ALLOWED. NO LAPTOS ALLOWED IN THE TRUCK ON THE TRACK.**
- F. INTAKE MANIFOLD MUST BE SINGLE PLANE, CAST, PUBLICLY AVAILIBLE MANIFOLD, NO SHEET METAL INTAKE MANIFOLDS, AND NO TUNNEL RAM INTAKE MANIFOLDS.
- G. **NO FORM OF AFTERMARKET FORCED INDUCTION. (IE. FORD ECOBOOST IS ALLOWED)**
- H. NO DRY SUMP OIL SYSTEMS.

ENGINE (BIG BLOCKS):

- A. **ENGINE MUST BE IN FACTORY LOCATION, NOT TO BE MOVED FORWARD AT ALL!!!**
- B. **ENGINES LIMITED TO 510 CI. WITH NO ALLOWANCE.**
- C. **HEADS AND BLOCKS MUST BE OEM CAST IRON. ANY AFTERMARKET STEEL HEAD MUST BE FACTORY VALVE ANGLE. NO RAISED RUNNER HEADS, NO CANTED VALVE HEADS.**
- D. **SINGLE CARBURATORS ONLY, MAY BE 4150 FLANGE ONLY, NO DOMINATOR OR PREDATORS ALLOWED. OEM FACTORY STYLE FUEL INJECTION IS ALLOWED. NO STAND-ALONE FUEL SYSTEMS OR PROGRAMABLE IGNITION SYSTEMS ALLOWED. NO LAPTOS ALLOWED IN THE TRUCK ON THE TRACK.**
- E. **INTAKE MANIFOLD MUST BE SINGLE PLANE, CAST, PUBLICLY AVAILIBLE MANIFOLD, NO SHEET METAL INTAKE MANIFOLDS, AND NO TUNNEL RAM INTAKE MANIFOLDS.**
- F. **NO FORM OF FORCED INDUCTION.**
- G. **NO DRY SUMP OIL SYSTEMS.**

EXHAUST: MUST BE DIRECTED VERTICALLY, OR STRAIGHT BACK OR DOWNWARD, NOT OUT TO THE SIDE!!! IF UPRIGHT HEADERS ARE USED, ENGINE SIDE SHIELDS ARE REQUIRED.

CAROLINA OUTLAW PULLING SERIES RULES

FIRE EXTINGUISHER SYSTEM: A FIRE EXTINGUISHER SYSTEM IS REQUIRED, MINIMUM 2 ½ LB. IT MUST BE SECURELY MOUNTED.

FIREWALL: THE COMPLETE OEM FIREWALL IS MANDATORY.

FLOOR: THE COMPLETE OEM FLOOR PAN IS MANDATORY.

FUEL: MUST BE PUMP GAS OR RACE GAS. NO ALCOHOL, NITROUS OXIDE, OR NITROUS ACCESSORIES ALLOWED ON ENGINE, (PLATE, ETC.) NO "HOMEBREW" MIXTURES.

FUEL SYSTEM: THE OEM FUEL TANK OR RACING FUEL CELL ARE REQUIRED, NO HOMEMADE TANKS, NO TANKS ALLOWED INSIDE THE CAB. NITROUS & PROPANE IN ANY FORM IS PROHIBITED, ALL SYSTEM COMPONENTS MUST BE REMOVED FROM THE VEHICLE.

HARMONIC BALANCER: ALL ENGINES MUST BE EQUIPPED WITH A HARMONIC BALANCER OR DAMPENER MEETING SFI SPEC 18.1. HARMONIC BALANCER SHEILDS MINIMUM OF 1/4" ALUMINUM OR 1/8" STEEL MUST BE BOLTED BETWEEN THE FRAME RAILS, MINIMUM OF 3 INCHES WIDE, CENTERED UNDER THE BALANCER.

HITCH (SMALL BLOCKS): THE HITCH MUST BE STATIONARY IN ALL DIRECTIONS. THE HITCH'S HEIGHT FROM THE GROUND MAY NOT EXCEED 24 INCHES. THE LENGTH OF THE HITCH MEASURED FROM THE CENTER OF THE REAR AXLE TO THE HITCH POINT MAY BE NO SHORTER THAN 36% OF WHEELBASE OF VEHICLE. THE AREA WHERE THE HOOK POINT IS AT MUST BE FREE AND CLEAR OF ANY OBSTRUCTIONS. TRUCKS MAY COMPETE WITH A REESE STYLE HITCH AS LONG AS IT MEETS THE 36% RULE. THE HOOKING POINT MUST HAVE A MINIMUM 3.75 INCH INSIDE DIAMETER OPENING. NO LEVER, PIVOT, AXIS OR OTHER TYPES OF 'TRICK' HITCHES ARE PROHIBITED. NO VERTICAL HITCHES, ALL HITCHES MUST BE 33 DEGREES OR LESS PARALLEL TO THE GROUND.

NOTE: TRUCKS RUNNING UNDER THE RULES SET FORTH BY SOUTHERN PULLERS ASSOC., MAY RUN A MINIMUM HITCH LENGTH OF 36 INCHES FROM THE CENTER OF THE REAR AXLE TO THE HITCH POINT. ALL OTHER TRUCKS WILL RUN THE 36% HITCH LENGTH RULE. **MAXIMUM HITCH HEIGHT FOR ALL TRUCKS WILL BE 24 INCHES**

HITCH (BIG BLOCKS): MUST PULL OFF A REESE STYLE HITCH, MOUNTED SOLID TO THE FRAME WITH NO MOVEMENT. MUST HAVE A 5/8" GRADE 8 BOLT W/NUT TO REPLACE HITCH PIN. REINFORCEMENTS MUST NOT EXTEND FORWARD OF THE CENTERLINE OF THE REAR AXLE, OR ABOVE THE TOP OF THE OEM FRAMERAIL. TRICK HITCHES ARE PROHIBITED. THE HOOKING POINT MUST BE THE REAR-MOST POINT ON THE VEHICLE AND MUST BE REARWARD OF THE STOCK LOCATION OF THE TAILGATE, UNDER NO CIRCUMSTANCE MAY THE HOOK POINT BE CLOSER THAN 44" OF CENTERLINE OF REAR AXLE. THE HITCH MUST BE HORIZONTAL TO THE GROUND AND STATIONARY IN ALL DIRECTIONS. BUMPERS MAY BE NOTCHED OR ROLL PANS MAY BE USED IN PLACE OF A BUMPER. THE HITCH HEIGHT FROM THE GROUND MAY NOT EXCEED 24 INCHES ON FOUR WHEEL DRIVE VEHICLES, 30 INCHES ON TWO WHEEL DRIVE VEHICLES. THE HOOKING POINT MUST HAVE A MINIMUM 3.75-INCH INSIDE DIAMETER OPENING FOR THE SLED HOOK. (SEE DIAGRAM ON PAGE 11 UNDER HITCHES)

INTERIOR: DRIVERS SEAT MUST BE MOUNTED SOLID & SAFELY. NO EXCESSIVE HOLES IN FIREWALL, EXCESSIVE DEFINED AS 1/2" LARGER THAN NEEDED TO RUN EQUIPMENT THROUGH. NO UNSAFE EXPOSED ELECTRICAL WIRING.

KILL SWITCH: IGNITION KILL SWITCH (MUST ALSO KILL ELECTRIC FUEL PUMP) MUST BE MOUNTED IN CENTER OF TRUCK/TAILGATE, AND AT LEAST 30" OFF THE GROUND. THE USE OF AN ELECTRICAL PLUG IN THE CIRCUIT THAT COMES APART WHEN VEHICLE BREAKS AWAY FROM THE SLED OR IS PULLED BY SLED OPERATOR IS ACCEPTABLE. MUST HAVE A MINIMUM 2" I.D. STEEL RING ON THE REAR HOOK POINT OF THE KILL SWITCH TO HOOK TO KILL CABLE ON SLEDS.

CAROLINA OUTLAW PULLING SERIES RULES

REAR END: NON-OEM REAR-END HOUSINGS ARE PROHIBITED. IT MUST HAVE BEEN AN OPTION ON A ONE-TON OR SMALLER PICK UP. REAR AXLE BOLTS MUST BE COVERED BY A CAP OR SHIELD. TAB TO BE WELDED ON TOP, CENTER OF REAR DIFFERENTIAL FOR MEASURING OF HITCH.

REAR BUMPERS: ALL TRUCKS SHOULD HAVE A REAR BUMPER OR VERTICAL BUMPER BARS STRONG ENOUGH TO STAND A REAR IMPACT OF THE SLED.

STEERING: HYDRAULIC STEERING IS ALLOWED BUT MUST RUN THROUGH THE FACTORY STEERING BOX.

SUSPENSION, FRONT: *TWIN SHOCKS ARE ALLOWED.* THE UPPER MOUNTING POINT FOR STRUT ASSEMBLIES MUST BE IN THE FACTORY LOCATION. ADJUSTABLE CASTER/CAMBER PILLOW BALL MOUNTS ARE PERMITTED. THE LOWER CONTROL ARM MAY BE STRENGTHENED PROVIDED FACTORY-MOUNTING POINTS TO CHASSIS ARE MAINTAINED. THE LOWER MOUNTING POINT FOR THE 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. AIR SHOCKS ARE PROHIBITED.

SUSPENSION, REAR (SMALL BLOCKS): SOLID REAR SUSPENSIONS ARE ALLOWED, ALL WELDS MUST BE SOLID & APPROVED SAFE BY OFFICAL.

SUSPENSION, REAR (BIG BLOCKS): AN OEM-STYLE SUSPENSION IS MANDATORY. LOWERING OR RAISING THE VEHICLE HEIGHT WITH SUSPENSION MODIFICATIONS IS PERMITTED. TRACTION BARS AND DEVICES ARE PERMITTED; THEY MUST BE BOLT-ON ONLY; WELDS ARE PERMITTED FOR ATTACHMENT TO FRAME OR AXLE HOUSING. ALL OEM SUSPENSION MOUNTING POINTS MUST BE RETAINED AND USED. SWAY BARS, LIMIT STRAPS, AND CAMBER KITS ARE PERMITTED. THE REAR SUSPENSION MAY BE BLOCKED SOLID, COMPRESSION STOPS MUST BE EASILY REMOVED OR ADJUSTABLE. ALL REAR SHOCK ABSORBER MOUNTS MUST BE PRESENT & UNALTERED, SHOCKS MAY BE REMOVED & REPLACED WITH TRACTOR LINKS OR SOLD BARS. AIRBAG SPRING ASSISTANCE IS PERMITTED; AIRBAG COMPRESSORS MUST BE DISCONNECTED.

THROTTLE: EITHER THE NORMAL FOOT THROTTLE OR AN APPROVED SPRING-LOADED, RETURN-TO-IDLE HAND THROTTLE WILL BE PERMITTED IN THIS CLASS.

TIRES: NO STUDDED TIRES, TIRE CHAINS, OR ANY TIRES NOT SPECIFICALLY INTENDED FOR STREET USE ARE PERMITTED. TIRES MUST CARRY A D.O.T. NUMBER ON THE SIDEWALL. NO CUTTING OR GROOVING ALLOWED. MAXIMUM TIRE SIZE IS 35X12.50 OR 315/75. TIRE SIZE MUST BE MOLDED ON THE TIRE. DUAL WHEELS ARE PROHIBITED.

TRANSMISSION, AUTOMATIC: NON-OEM TRANSMISSIONS ARE PROHIBITED. TRANSMISSION BRAKES ARE PROHIBITED. ANY NON-OEM FLOOR-MOUNTED AUTOMATIC TRANSMISSION SHIFTER MUST BE EQUIPPED WITH A SPRING-LOADED POSITIVE REVERSE LOCKOUT DEVICE TO PREVENT THE SHIFTER FROM ACCIDENTALLY BEING PUT INTO REVERSE GEAR. A FUNCTIONAL NEUTRAL SAFETY SWITCH IS MANDATORY. ALL TRANSMISSION LINES MUST BE METALLIC OR HIGH-PRESSURE-TYPE HOSE. ALL VEHICLES USING AN AUTOMATIC TRANSMISSION MUST BE EQUIPPED WITH AN APPROVED TRANSMISSION SHIELD (SEMA, SFI, ETC.). A BLANKET-TYPE SHIELD IS PERMITTED, IT SHOULD EXTEND FROM THE REAR OF THE BLOCK TO THE REAR OF THE CLUTCH AREA OF THE TRANSMISSION. THE BELL HOUSING AREA IS TO BE COMPLETELY COVERED SIX INCH OVERLAP WHERE IT IS FASTENED. ALL VEHICLES USING AN AUTOMATIC TRANSMISSION MUST BE EQUIPPED WITH A FLEX PLATE MEETING SEMA OR SFI SPECIFICATIONS.

CAROLINA OUTLAW PULLING SERIES RULES

TRANSMISSION, MANUAL: NON-OEM TRANSMISSIONS ARE PROHIBITED, THE TRANSMISSION MUST HAVE BEEN AN OPTION ON A ONE TON OR SMALLER TRUCK. A CLUTCH MEETING SFI OR SIMILAR SPECIFICATIONS ARE REQUIRED. ALL MANUAL TRANSMISSIONS MUST BE CLUTCH ASSISTED. SEQUENTIAL SHIFTERS ARE PROHIBITED. ALL VEHICLES EQUIPPED WITH A MANUAL TRANSMISSION MUST HAVE A FLYWHEEL SHIELD LABELED AS MEETING MINIMUM SFI SPEC 6.3 OR SIMILAR. APPLICATIONS FOR WHICH AN SFI SPEC FLYWHEEL SHIELD IS NOT AVAILABLE MAY USE A PROPERLY ATTACHED BLANKET (SEMA, SFI, ETC.) THAT COMPLETELY COVERS THE BELLHOUSING, IT MUST BE ATTACHED TO THE BLOCK AND EXTEND REARWARD TO THE TRANSMISSION WITH A MINIMUM SIX INCH OVERLAP WHERE IT IS FASTENED. ALL TRANSMISSIONS OR CLUTCH PEDALS MUST HAVE A SAFETY INTERLOCK SWITCH SO THAT VEHICLE WILL NOT START IN GEAR.

TRANSFER CASE: NON-OEM TRANSFER CASES ARE PROHIBITED. THE TRANSFER CASE MUST HAVE BEEN AN OPTION ON A ONE-TON OR SMALLER PICK UP TRUCK.

WEIGHT: MAXIMUM WEIGHT 6,200 LBS INCLUDING FUEL, OIL, WATER, COOLANT, DRIVER, READY TO COMPETE. TRUCKS WITH NO ADDED WEIGHT EITHER ON THE FRONT OR IN THE BED WILL BE ALLOWED TO WEIGH UP TO 7,000 LBS, MAY BE REQUIRED TO LOWER THE HITCH HEIGHT.

WHEELBASE: THE VEHICLE MUST RETAIN THE ORIGINAL FACTORY WHEELBASE AND TRACK WIDTH. NO CHASSIS MAY BE CUT FOR LENGTHENING OR SHORTENING OF THE FACTORY WHEELBASE. WHEELS MUST BE CENTERED IN THE WHEEL WELLS. REAR TIRES MUST TRACK 50% OF FRONT TIRES.

1. SINGLE CAB TRUCKS WITH AN 8 FT. BED WILL BE LIMITED TO A MAXIMUM OF 133" WHEELBASE WITH NO ALLOWANCE. WILL BE ALLOWED A 60" WEIGHT BOX/RACK.
2. EXT. CAB & FOUR DOOR TRUCKS WITH A 6 FT. BED WILL BE LIMITED TO A MAXIMUM 144" WHEELBASE WITH NO ALLOWANCE. WILL BE ALLOWED A 60" WEIGHT BOX/RACK.
3. FOUR DOOR TRUCKS WITH AN 8 FT. BED WILL BE ALLOWED A MAXIMUM OF 172" WHEELBASE. FRONT WEIGHTS MUST NOT EXTEND MORE THAN 195" FROM CENTER OF REAR AXLE.

8,500 LB. OPEN STREET DIESEL 4X4

THE OPEN STREET CLASS IS DESIGNED FOR DAILY-DRIVEN, ON-THE-ROAD PICKUP TRUCKS (FULL-BODIED DIESEL PICKUP TRUCKS). VALID D.O.T. REGISTRATION AND LICENSE PLATES ARE MANDATORY.

ALL VEHICLES ENTERING THIS CLASS ARE SUBJECT TO A 30 MINUTE ROAD TEST IF THE STREETABILITY IS QUESTIONABLE. AN OFFICIAL WILL RIDE ALONG FOR THIS TEST, IF AT ANYTIME THE OFFICIAL FEELS THE VEHICLE IS NOT TRULY STREET LEGAL, THE VEHICLE IS DISQUALIFIED NO QUESTIONS ASKED. ARGUING WITH THE OFFICIAL WILL RESULT IN DISCIPLINARY ACTION BY C.O.P.S.

BALLAST: BALLAST IS PERMITTED. FRONT HANGING WEIGHTS ARE ALLOWED, NOT TO EXCEED 60 INCHES FORWARD OF THE CENTER OF THE FRONT AXLE. THIS WILL BE MEASURED FROM CENTER OF FRONT WHEELS TO FURTHEST MOST POINT OF THE WEIGHTS OR WEIGHT RACK. WEIGHTS & ALL RACKS MUST BE EASILY REMOVED. FRONT WEIGHT BALLAST MUST BE SECURELY FASTENED TO THE FRAME RAILS, AND ONLY HAVE MOVABLE WEIGHT ON IT. NO BATTERIES, TANKS, CELLS, OR ANY OTHER EQUIPMENT ALLOWED IN FRONT OF THE FRONT BUMPER. BALLAST IS ALSO PERMITTED BEHIND THE CAB OF VEHICLE. ABSOLUTELY NO WEIGHTS INSIDE THE CAB.

BATTERIES: THE BATTERIES MUST BE SECURELY MOUNTED. THEY MAY NOT BE LOCATED IN THE DRIVER COMPARTMENT, OR FORWARD OF THE RADIATOR CORE SUPPORT.

BODY: THE BODY MUST BE THE OEM TRUCK BODY, INCLUDING THE FULL BED FLOOR. AFTERMARKET BEDS SUCH AS SERVICE BODIES, FLAT BEDS, ETC. ARE ALLOWED. THE BODY MUST RETAIN FULL SHEET METAL. METAL OR FIBERGLASS AFTER-MARKET HOODS ARE PERMITTED. THE HOOD MUST BE CLOSED AND SECURELY LATCHED WHILE THE VEHICLE IS HOOKED TO THE SLED.

CAROLINA OUTLAW PULLING SERIES RULES

BRAKES: FOUR-WHEEL HYDRAULIC BRAKES ARE MANDATORY.

CHASSIS: 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.

COOLING SYSTEM: RADIATORS MUST BE IN THE STOCK LOCATION AND BE OF AT LEAST STOCK SIZE.

COMPRESSED GASES: USE OF ANY COMPRESSED GASES IS PROHIBITED. (NITROUS OR PROPANE OR ANY OTHER). AIR/CO₂ TANKS FOR FRONT LOCKERS ARE ALLOWED, LINES MUST BE VISIBLE ALL THE WAY FROM THE TANK TO THE DIFFERENTIAL HOUSING.

DRIVELINE: THE TRANSMISSION, TRANSFER CASE, AND AXLES MUST HAVE BEEN AN OPTION ON A ONE-TON OR SMALLER PICKUP.

DRIVESHAFT LOOPS: ARE **STRONGLY RECOMMENDED**. ANY U JOINT THAT IS VISIBLE FROM THE SIDE OF THE TRUCK MUST BE SHIELDED TO CONTAIN THE UJOINT AND END OF THE SHAFT. RECOMMENDED TO BE AT LEAST SIX INCH WIDE U-JOINT SHIELDS AROUND THE REAR U-JOINT CONSTRUCTED OF AT LEAST ¼ INCH STEEL OR 3/8 INCH ALUMINUM THAT WILL SAFELY CONTAIN THE U-JOINT AND THE END OF THE REAR SHAFT. ALL SHIELDS MUST BE SECURELY MOUNTED TO THE VEHICLE. (NOTE; IF THE TRUCK HAS FRONT HANGING WEIGHTS, THE TRUCK MUST HAVE DRIVESHAFT LOOPS!!!)

DRIVER RESTRAINT SYSTEM: THE OEM RESTRAINT SYSTEM IS MANDATORY AND MUST BE WORN.

ENGINE: ENGINE MUST HAVE BEEN AN OPTION IN A 1 TON OR LESS TRUCK. MAXIMUM 460 CUBIC INCHES. NO FILLED BLOCKS, COOLANT MUST FLOW THROUGH THE BLOCK & HEAD(S). NO DECK PLATES. ALL OTHER INTERNAL MODIFICATIONS ARE PERMITTED.

EXHAUST: ALL VEHICLES SHOULD BE EQUIPPED TO DIRECT EXHAUST UPWARD. IT IS RECOMMENDED TO HAVE TWO 3/8 INCH DIAMETER PLACED THROUGH THE EXHAUST PIPE IN A CROSS PATTERN WITHIN ONE INCH OF EACH OTHER, WITHIN 12" OF THE TURBO. **IF THE EXHAUST EXITS THROUGH THE HOOD, CROSS BOLTS ARE REQUIRED!!!** NO EXHAUST WILL BE ALLOWED THAT EXITS TO THE SIDE THROUGH THE FENDER, MUST TURN UPWARDS!!!

FIREWALL: THE COMPLETE OEM FIREWALL IS MANDATORY.

FLOOR: THE COMPLETE OEM FLOOR PAN IS MANDATORY.

FUEL: THE FUEL MUST BE PUMP #1/#2 DIESEL, SOY/BIODIESEL FUEL. NO PROPANE OR NO2 PERMITTED OR ANY OTHER OXYGEN ENHANCERS.

FUEL INJECTION PUMP: THE FUEL INJECTION PUMP IS LIMITED TO STOCK APPEARING INJECTION PUMPS. INJECTION PUMPS MAY BE INTERCHANGED BETWEEN DIFFERENT YEARS & MODELS OF ENGINES (P-PUMP 24 VALVE CUMMINS IS PERMITTED) THE USE OF MULTIPLE HIGH PRESSURE COMMON RAIL FUEL PUMPS OR HPOPS ARE PERMITTED. THE P PUMPS THAT ARE ALLOWED ARE THE P3000 AND THE P7100, **AG GOVERNORS ARE NOT ALLOWED**. NO SIGMA OR 12 CYLINDER PUMPS ALLOWED. ALL THROTTLES MUST BE SPRING LOADED TO RETURN TO IDLE "DEAD MAN THROTTLE SYSTEM.

FUEL SYSTEM: THE OEM FUEL TANK OR RACING FUEL CELL ARE REQUIRED, NO HOMEMADE TANKS, NO TANKS ALLOWED INSIDE THE CAB. NITROUS & PROPANE IN ANY FORM IS PROHIBITED, ALL SYSTEM COMPONENTS MUST BE REMOVED FROM THE VEHICLE.

CAROLINA OUTLAW PULLING SERIES RULES

HITCH: MUST PULL OFF A REESE STYLE HITCH, MOUNTED SOLID TO THE FRAME WITH NO MOVEMENT. MUST HAVE A 5/8" GRADE 8 BOLT W/NUT TO REPLACE HITCH PIN. REINFORCEMENTS MUST NOT EXTEND FORWARD OF THE CENTERLINE OF THE REAR AXLE. TRICK HITCHES ARE PROHIBITED. THE HOOKING POINT MUST BE THE REAR-MOST POINT ON THE VEHICLE AND MUST BE REARWARD OF THE STOCK LOCATION OF THE TAILGATE, UNDER NO CIRCUMSTANCE MAY THE HOOK POINT BE CLOSER THAN 44" OF CENTERLINE OF REAR AXLE. THE HITCH MUST BE HORIZONTAL TO THE GROUND AND STATIONARY IN ALL DIRECTIONS. BUMPERS MAY BE NOTCHED OR ROLL PANS MAY BE USED IN PLACE OF A BUMPER. THE HITCH HEIGHT FROM THE GROUND MAY NOT EXCEED 24 INCHES ON FOUR WHEEL DRIVE VEHICLES, 30 INCHES ON TWO WHEEL DRIVE VEHICLES. THE HOOKING POINT MUST HAVE A MINIMUM 3.75-INCH INSIDE DIAMETER OPENING FOR THE SLED HOOK. (SEE DIAGRAM ON PAGE 11 UNDER HITCHES)

INTERCOOLER: NO AIR TO WATER INTERCOOLERS ALLOWED, NO ICEBOXES ALLOWED ON THE VEHICLE.

INTERIOR: A COMPLETE INTERIOR, INCLUDING DASHBOARD, DOOR PANELS, HEADLINER, ETC., IS MANDATORY. TWO MATCHING FRONT SEATS ARE MANDATORY. AFTERMARKET SEATS ARE PERMITTED; THEY MUST BE FULLY UPHOLSTERED. ALL FACTORY CONTROLS (LIGHTS, SIGNALS, HORN, WINDOWS, WIPERS, ETC.) MUST BE RETAINED AND BE OPERATIVE. **HEADLIGHTS AND FOG LIGHTS WILL NOT BE ON WHILE VEHICLE IS ON THE TRACK!!! ANY PULLER THAT TURNS THEIR HEADLIGHTS OR FOG LIGHTS ON BEFORE THE RED FLAG IS SHOWN WILL BE AUTOMATICALLY DISQUALIFIED!**

REAR END: NON-OEM REAR-END HOUSINGS ARE PROHIBITED. IT MUST HAVE BEEN AN OPTION ON A ONE-TON OR SMALLER PICK UP. REAR AXLE BOLTS SHOULD BE COVERED BY A CAP OR SHIELD.

STEERING: THE VEHICLE MUST RETAIN THE FULL, ORIGINAL OEM STEERING GEAR. THE VEHICLE MUST RETAIN THE ORIGINAL OEM POWER ASSISTANCE, IF IT WAS SO EQUIPPED. ADDITIONAL STABILIZERS ARE PERMITTED. NON-OEM POWER ASSIST METHODS ARE PROHIBITED.

SUSPENSION, FRONT: THE UPPER MOUNTING POINT FOR STRUT ASSEMBLIES MUST BE IN THE FACTORY LOCATION. ADJUSTABLE CASTER/CAMBER PILLOW BALL MOUNTS ARE PERMITTED. THE LOWER CONTROL ARM MAY BE STRENGTHENED PROVIDED FACTORY-MOUNTING POINTS TO CHASSIS ARE MAINTAINED. THE LOWER MOUNTING POINT FOR THE 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.

SUSPENSION, REAR: AN OEM-STYLE SUSPENSION IS MANDATORY. LOWERING OR RAISING THE VEHICLE HEIGHT WITH SUSPENSION MODIFICATIONS IS PERMITTED. TRACTION BARS AND DEVICES ARE PERMITTED; THEY MUST BE BOLT-ON ONLY; WELDS ARE PERMITTED FOR ATTACHMENT TO FRAME OR AXLE HOUSING. ALL OEM SUSPENSION MOUNTING POINTS MUST BE RETAINED AND USED. SWAY BARS, LIMIT STRAPS, AND CAMBER KITS ARE PERMITTED. THE REAR SUSPENSION MAY BE SOLID, COMPRESSION STOPS MUST BE EASILY REMOVED OR ADJUSTABLE. ALL REAR SUSPENSIONS MUST USE AT LEAST ONE WORKING SHOCK ABSORBER PER WHEEL. AIRBAG SPRING ASSISTANCE IS PERMITTED; AIRBAG COMPRESSORS MUST BE DISCONNECTED.

CAROLINA OUTLAW PULLING SERIES RULES

TIRES: NO STUDDED TIRES, TIRE CHAINS, OR ANY TIRES NOT SPECIFICALLY INTENDED FOR STREET USE ARE PERMITTED. TIRES MUST CARRY A D.O.T. NUMBER ON THE SIDEWALL. NO CUTTING, GROOVING, OR SIPING ALLOWED. MAXIMUM TIRE HEIGHT IS 35". TIRE SIZE MUST BE MOLDED ON THE TIRE. DUAL REAR WHEELS ARE ALLOWED FOR FACTORY EQUIPPED, ONE TON DUALY, **NO DUALS ON A 3/4 TON TRUCK!** OUTSIDE DUALS MUST BE COVERED BY THE BED, OR A DUALY FENDER WITH CLEARANCE LIGHTS. **IF YOU CAN'T LEGALLY DRIVE IT ON THE STREET WITH THE DUALS ON, IT IS NOT LEGAL!!!** ALL DUALY WHEELS MUST BE FACTORY OR AFTERMARKET POSITIVE OFFSET DUALY STYLE WHEELS. NO CUSTOM REAR DUALY HUBS OR WHEELS ALLOWED. FACTORY FRONT DUAL WHEEL ADAPTERS ARE PERMITTED, BUT MUST ALSO BE USED WITH A SINGE FACTORY OR AFTERMARKET POSITIVE OFFSET DUALY STYLE WHEEL. NO "REAL WHEELS" OR OTHER SIMILAR BRANDS ALLOWED.

TRANSMISSION, AUTOMATIC: NON-OEM TRANSMISSIONS ARE PROHIBITED. ANY NON-OEM FLOOR-MOUNTED AUTOMATIC TRANSMISSION SHIFTER MUST BE EQUIPPED WITH A SPRING-LOADED POSITIVE REVERSE LOCKOUT DEVICE TO PREVENT THE SHIFTER FROM ACCIDENTALLY BEING PUT INTO REVERSE GEAR. A FUNCTIONAL NEUTRAL SAFETY SWITCH IS MANDATORY. IT IS RECOMMENDED ALL VEHICLES FOLLOW THE FOLLOWING SAFETY GUIDELINES;

- ALL TRANSMISSION LINES SHOULD BE METALLIC OR HIGH-PRESSURE-TYPE HOSE.
- ALL VEHICLES USING AN AUTOMATIC TRANSMISSION SHOULD BE EQUIPPED WITH AN APPROVED TRANSMISSION SHIELD (SEMA, SFI, ETC.). A BLANKET-TYPE SHIELD IS PERMITTED, IT SHOULD EXTEND FROM THE REAR OF THE BLOCK TO THE REAR OF THE CLUTCH AREA OF THE TRANSMISSION. THE BELL HOUSING AREA IS TO BE COMPLETELY COVERED SIX INCH OVERLAP WHERE IT IS FASTENED.
- ALL VEHICLES USING AN AUTOMATIC TRANSMISSION SHOULD BE EQUIPPED WITH A FLEX PLATE MEETING SEMA OR SFI SPECIFICATIONS.

TRANSMISSION, MANUAL: NON-OEM TRANSMISSIONS ARE PROHIBITED. AFTERMARKET INTERNAL COMPONENTS ARE PERMITTED. A CLUTCH MEETING SFI OR SEMA SPECIFICATIONS IS RECOMMENDED ON ALL VEHICLES. ALL MANUAL TRANSMISSIONS MUST BE CLUTCH ASSISTED. SEQUENTIAL SHIFTERS ARE PROHIBITED. IT IS RECOMMENDED ALL VEHICLES FOLLOW THE FOLLOWING SAFETY GUIDELINES;

- ALL VEHICLES EQUIPPED WITH A MANUAL TRANSMISSION SHOULD HAVE A FLYWHEEL SHIELD MEETING SFI OR SEMA SPECIFICATIONS. APPLICATIONS FOR WHICH AN SFI SPEC FLYWHEEL SHIELD IS NOT AVAILABLE MAY USE A PROPERLY ATTACHED SFI OR SEMA BLANKET THAT COMPLETELY COVERS THE BELLHOUSING; IT MUST BE ATTACHED TO THE BLOCK AND EXTEND REARWARD TO THE TRANSMISSION WITH A MINIMUM SIX INCH OVERLAP WHERE IT IS FASTENED.

TURBOCHARGER: OPEN

WATER INJECTION: WATER METHANOL INJECTION IS PERMITTED. NO NITROUS OR PROPANE MAXIMUM WEIGHT 8,500 LBS INCLUDING FUEL, OIL, WATER, COOLANT, DRIVER, READY TO COMPETE.

WEIGHT: MAXIMUM WEIGHT 8,500 LBS INCLUDING FUEL, OIL, WATER, COOLANT, & DRIVER, READY TO COMPETE. **TRUCKS WITH NO ADDED WEIGHT EITHER ON THE FRONT OR IN THE BED WILL BE ALLOWED TO WEIGH UP TO 9,000 LBS, MAY BE REQUIRED TO LOWER THE HITCH HEIGHT.**

WHEELBASE: THE VEHICLE MUST RETAIN THE ORIGINAL FACTORY WHEELBASE AND A MAXIMUM OF 102 INCH TRACK WIDTH.

CAROLINA OUTLAW PULLING SERIES RULES

5,500 LB. CLASSIC MODIFIED TRACTORS

MAXIMUM WEIGHT 5,500 LBS INCLUDING FUEL, OIL, WATER, COOLANT, DRIVER, READY TO COMPETE.
(OFFICIALS RESERVE THE RIGHT TO ALTER WEIGHTS BETWEEN SMALL & BIG BLOCK TRACTORS TO EQUALIZE COMPETITION WITHIN THE CLASS)

CHASSIS

1. THE WHEELBASE OF THE TRACTOR (CENTER OF FRONT WHEEL TO CENTER OF REAR WHEEL) SHALL NOT EXCEED 10 ½ FEET (126 INCHES).
2. TRACTORS MUST HAVE WIDE FRONT ENDS THAT TRACK WITHIN THE REAR WHEEL TRACKS.
3. TRACTORS MUST HAVE FRAMES EXTENDED OR REPLACED. REAR AXLE HOUSING MUST CONNECT TO FRAME USING SAME SIZE MATERIAL, BUT NO PART OF THE TRACTOR (INCLUDING WEIGHT BRACKETS) SHALL EXTEND FURTHER THAN 13 FEET (156 INCHES) FROM THE CENTER OF THE REAR WHEELS.
4. TRACTORS MUST USE THE REAR END, TRANSMISSION, AND SHEET METAL FROM A FARM TRACTOR OF THE YEARS 1960 OR BEFORE. HOOD MAY BE MODIFIED AND/OR EXTENDED TO ACCOMMODATE THE AUTOMOTIVE ENGINE AND TRANSMISSION.
5. TRACTORS MUST RUN ANY AUTOMOTIVE AUTOMATIC TRANSMISSION IN ADDITION TO THE TRACTOR TRANSMISSION, NO CLUTCH, OR THE AUTOMATIC TRANSMISSION MAY BE DIRECTLY CONNECTED TO THE TRACTOR REAR END.
6. ALL AUTOMOTIVE TRANSMISSIONS MUST BE COVERED WITH A CURRENT (NOT OVER 4 YEARS OLD) SEMA APPROVED SAFETY BLANKET OR SHIELD (SHIELD MUST BE AT LEAST 1/8" STEEL) AND BE SECURED WITH 5/16" GRADE 8 BOLTS. THE BOLT SPACING SHOULD NOT BE MORE THAN 8" ON CENTER. THE SHIELDING SHOULD BE 360 DEGREES AROUND THE WIDTH AND LENGTH OF THE TRANSMISSION. ALL AUTOMATIC TRANSMISSIONS MUST BE EQUIPPED WITH A SAFETY SWITCH TO PREVENT STARTING UNLESS IN PARK OR NEUTRAL.
7. THE DRIVE SHAFT TO THE ORIGINAL TRACTOR TRANSMISSION (OR DIFFERENTIAL IF NOT USING THE TRACTOR TRANSMISSION) MUST BE SHIELDED 360 DEGREES WITH ¼" STEEL OR 3/8" ALUMINUM AND FASTENED EVERY 6 INCHES WITH 3/8" (GRADE 5 OR BETTER) BOLTS. DRIVE SHAFTS WILL NOT EXCEED 48 INCHES AND NO INPUT OR OUTPUT SHAFT THAT ATTACHES TO A DRIVE SHAFT WILL EXCEED 4 INCHES BEYOND A BEARING.
8. FRONT AXLE BRACE/SKIS WILL BE REQUIRED, FRONT AXLE SKIS TO BE MADE OF 2" X 0.95" TUBING OR 2" X 0.120" MILD STEEL TUBING OR SAME MATERIAL AS TRACTOR FRAME RAILS. FRONT AXLE SKIS SHOULD CONNECT TO EACH FRAME RAIL INLINE & EXTEND TOWARDS THE FRONT OF THE TRACTOR. FRONT SKIS SHOULD HAVE A RADIUS TO PREVENT DIGGING INTO THE TRACK. FRONT AXLE SKIS SHOULD BE STRONG ENOUGH TO SUPPORT THE FRONT END WEIGHT OF THE TRACTOR. SKIS SHOULD HAVE A MAXIMUM OF 4" GROUND CLEARANCE.
9. ALL TRACTORS MUST BE EQUIPPED WITH ROLL CAGE PER SPECS. CAGE MUST HAVE A MINIMUM OF TWO VERTICAL BARS OF 1-3/4" DIAMETER ROLL BAR TUBING FROM SIDE VIEW, AT LEAST AS HIGH AS THE TOP OF THE DRIVERS HEAD/HELMET. A FORWARD BRACE OF THE SAME MATERIAL MUST ANGLE TO THE FRAME. THE CAGE MUST HAVE TWO BARS ACROSS THE BACK OF CAGE, ONE AT MIDDLE OF DRIVER'S BACK AND ONE AT DRIVER'S HEAD. CAGE MUST BE FASTENED AT LEAST TWO POINTS TO THE REAR AXLE HOUSING. CAGE MUST BE ABLE TO LIFT BOTH REAR WHEELS WHEN LIFTED VERTICALLY. MUST BE ABLE TO LIFT ONE REAR WHEEL WHEN PULLED HORIZONTALLY FROM THE TOP OF THE CAGE WITHOUT DAMAGE TO THE CAGE.

CAROLINA OUTLAW PULLING SERIES RULES

10. TRACTORS MUST HAVE FENDERS CONSISTING OF A SOLID BARRIER BETWEEN THE DRIVER AND ANY PART OF THE REAR TIRES. MUST BE A MINIMUM OF 2" HIGHER THAN THE TIRES AND WIDE ENOUGH TO COVER THE DRIVER'S BODY. FENDERS MUST BE ABLE TO SUFFICIENTLY SUPPORT THE WIEGHT OF THE DRIVER
11. ALL WEIGHT FRAMES AND WEIGHTS MUST BE STATIONARY AND SAFELY SECURED TO THE VEHICLE. FRAMES OR WEIGHTS MUST NOT EXTEND REARWARD BEYOND THE REAR TIRES OR EXCEED THE WIDTH OF THE REAR TIRES. NO WEIGHTS OR OBSTRUCTIONS ABOVE THE DRAWBAR.
12. HITCH HEIGHT IS 20" AND LENGTH IS MINIMUM OF 18" FROM CENTER OF REAR AXLE TO HOOK POINT. NO CLEVIS ALLOWED ON DRAWBAR. HITCHES MUST BE RIGID, IN ALL DIRECTIONS. NO MOVEMENT IS ALLOWED WHILE PULLING. DRAWBARS MUST BE PARALLEL TO THE GROUND. HITCH MUST BE HORIZONTAL - NOT VERTICAL. DO NOT CONNECT DRAWBARS AND STABILIZER BARS.
13. ALL TRACTORS MUST BE EQUIPPED WITH STABILIZER (WHEELIE) BARS. STABILIZER BARS TO HAVE PADS, NOT WHEELS, ON BOTTOM OF BARS. PADS TO BE A MINIMUM OF 5 SQ. IN. PADS TO BE A MINIMUM OF 32" REARWARD FROM THE CENTER OF THE REAREND HOUSING. PADS MAXIMUM OF 10" OFF THE GROUND. OUTSIDE TO OUTSIDE LENGTH OF PADS TO BE A MINIMUM OF 20". MINIMUM 12" HIGH BUMPER BARS - TOP TO BE FASTENED TO STABILIZER BAR FRAMING. BARS MUST SUPPORT WEIGHT OF TRACTOR FOR WEIGHT CLASS BEING PULLED.
14. TIRES MAY BE FULL CUT. WHEEL DIAMETER MUST NOT EXCEED 38 INCHES. NO PULLER 2000, HP, PARKES, PRO PULLER, OR MITAS TIRES ALLOWED. MAXIMUM TIRE SIZE;
 - A. SMALL BLOCK-18.4 X 38.
 - B. BIG BLOCK-30.5 X 32.
15. MAXIMUM WIDTH OF TRACTOR IS 96 INCHES.
16. TRACTORS SHOULD HAVE DESCRIPTION OF TRACTOR PRINTED OR WRITTEN ON TRACTOR IN FULL VIEW OF SPECTATORS; I.E.: CHEVY POWERED WD ALLIS OR WD ALLIS CHALMERS POWERED BY CHEVY MOTOR, ETC.

ENGINES

17. ALL TRACTORS LIMITED TO A SINGLE AUTOMOTIVE TYPE V-8, MAXIMUM OF EIGHT CYLINDERS, TWO VALVES AND ONE SPARK PLUG PER CYLINDER.
18. ALL INTAKE MANIFOLDS MUST BE SINGLE PLANE, CAST, PUBLICLY AVAILABLE MANIFOLDS, NO SHEET METAL INTAKE MANIFOLDS, AND NO TUNNEL RAM INTAKE MANIFOLDS.
19. NO FORM OF FUEL INJECTION OF ANY KIND ALLOWED. NO FORM OF FORCED INDUCTION. NO CRANK TRIGGER IGNITION SYSTEMS. NO DRY SUMP OIL SYSTEMS.

CAROLINA OUTLAW PULLING SERIES RULES

(SMALL BLOCKS)

20. THE ENGINE MUST BE CLASSIFIED AS A SMALL BLOCK FROM THE FACTORY. NO **CHEVROLET LS** STYLE ENGINES, NO **FORD MODULAR** STYLE ENGINES, AND NO **CHRYSLER HEMI** STYLE ENGINES ALLOWED.
 - A. ENGINES LIMITED TO 417 CI. WITH NO ALLOWANCE.
 - B. AFTERMARKET BLOCKS WILL BE ALLOWED, MUST RETAIN OEM BORE SPACING & DECK HEIGHT. THE **FORD CLEVELAND** SYLE ENGINE (CLEVELAND STYLE ENGINE MUST RUN A FACTORY PRODUCTION STYLE BLOCK THAT WAS AVAILABLE IN A PRODUCTION CAR OR TRUCK & HAVE ORIGINAL CASTING NUMBERS IN PLACE).
 - C. CYLINDER HEADS MUST BE FACTORY VALVE ANGLE & MAY BE ALUMINUM OR CAST IRON. **NO RAISED RUNNER HEADS, NO CANTED VALVE HEADS.**
 - D. **CHEVROLET-** 18°, 15°, 12°, 9°, & SB2 HEADS WILL NOT BE ALLOWED. EXCEPTION; 18° CAST IRON VORTEC HEADS WILL BE ALLOWED.
 - E. **FORD-** NO YATES, OR KAASE HEADS ALLOWED. HEADS MUST BE EITHER FACTORY VALVE ANGLE WINDSOR, OR FACTORY VALVE ANGLE CLEVELAND BASED HEADS.
 - F. **CHRYSLER-** NO INDY HEADS, OR ANY HEMI STYLE CONFIGURATION. MUST BE FACTORY VALVE ANGLE & WEDGE STYLE HEADS.
 - G. SINGLE CARBURATORS ONLY, 4150 FLANGE ONLY.

(BIG BLOCKS)

- A. ENGINES LIMITED TO 550 CI. WITH NO ALLOWANCE.
- B. AFTERMARKET BLOCKS WILL BE ALLOWED, MUST RETAIN OEM BORE SPACING & DECK HEIGHT.
- C. CYLINDER HEADS MUST BE WEDGE STYLE, FACTORY VALVE ANGLE, & MUST BE CAST IRON, NO ALUMINUM HEADS. **NO RAISED RUNNER HEADS, NO CANTED VALVE HEADS.**
- D. HEMI STYLE CONFIGURATION. MUST BE FACTORY VALVE ANGLE & WEDGE STYLE HEADS.
- E. SINGLE CARBURATORS ONLY, 4150 FLANGE ONLY. NO FUEL INJECTION OF ANY KIND ALLOWED.

SAFETY

21. ABC 2-1/2 POUND FIRE EXTINGUISHER MUST BE MOUNTED WITHIN EASY REACH OF THE DRIVER.
22. HARMONIC BALANCERS MUST BE BOLTED TO CRANKSHAFT AND BE SF1-18-1 CERTIFIED OR BE SHIELDED WITH 1/4" WALL STEEL. 360 DEG.
23. ALL TRACTORS MUST BE EQUIPPED WITH KILL SWITCHES AS SPECIFIED BY C.O.P.S. KILL SWITCH MUST BE MOUNTED AT A 90 DEGREE ANGLE OR LESS, TO EASE THE FUNCION OF SWITCH. ALL KILL SWITCHES MUST CUT OFF THE IGNITION AND STOP THE ELECTRIC FUEL PUMP, IF SO EQUIPPED.
24. ALL TRACTORS MUST BE EQUIPPED WITH A "RETURN TO IDLE" DEAD MAN THROTTLE, MUST HAVE TWO SPRINGS, AT LEAST ONE HOOKED DIRECTLY TO CARBURETOR THROTTLE LINKAGE.
25. TRACTORS MUST BE EQUIPPED WITH ADEQUATE SEAT BELTS AND DRIVER MUST HAVE THEM FASTENED WHILE PULLING.
26. ALL DRIVERS MUST WEAR D.O.T. APPROVED HELMET & SINGLE LAYER OR BETTER SFI APPROVED FIRE JACKET, LONG PANTS, & CLOSED TOE SHOES. ALL REQUIRED WHILE TRACTOR IS HOOKED TO THE SLED. UNDER GREEN FLAG.
27. ALL SAFETY REQUIREMENTS OF C.O.P.S. WILL APPLY TO THE CLASSIC MODIFIED CLASS.

CAROLINA OUTLAW PULLING SERIES RULES

2,050 LB. SMALL BLOCK MINI ROD TRACTORS

MAXIMUM WEIGHT 2,000 LBS (BIG TIRE) 2,050 LBS (SMALL TIRE). INCLUDING FUEL, OIL, DRIVER, READY TO COMPETE. (OFFICIALS RESERVE THE RIGHT TO ALTER WEIGHTS BETWEEN BIG & SMALL TIRE TRACTORS TO EQUALIZE COMPETITION WITHIN THE CLASS)

1. NO PART OF THE TRACTOR (INCLUDING WEIGHTS & WEIGHT BRACKETS) SHALL EXTEND FURTHER THAN 8 FEET (96 INCHES) FROM THE CENTER OF THE REAR AXLE. MAXIMUM WIDTH OF THE VEHICLE WILL BE 6 FEET (72 INCHES)
2. TRACTORS MUST HAVE WIDE FRONT ENDS THAT TRACK WITHIN THE REAR WHEEL TRACKS.
3. MAY USE ANY AUTOMOTIVE TRANSMISSION & REAR END, NO PLANETARY REAR ENDS ALLOWED. **NON-AUTOMOTIVE REVERSERS MAY BE USED.**
4. ALL AUTOMOTIVE TRANSMISSIONS MUST BE COVERED WITH A CURRENT (NOT OVER 4 YEARS OLD) SFI OR SEMA APPROVED SAFETY BLANKET OR SHIELD (SHIELD MUST BE AT LEAST 1/8" STEEL) AND BE SECURED WITH 5/16" GRADE 8 BOLTS. THE BOLT SPACING SHOULD NOT BE MORE THAN 8" ON CENTER. THE SHIELDING SHOULD BE 360 DEGREES AROUND THE WIDTH AND LENGTH OF THE TRANSMISSION. ALL AUTOMATIC TRANSMISSIONS MUST BE EQUIPPED WITH A SAFETY SWITCH TO PREVENT STARTING UNLESS IN PARK OR NEUTRAL.
5. TRACTORS EQUIPPED WITH ANY TYPE OF CLUTCH MUST HAVE STEEL OR ALUMINUM FLYWHEEL AND USE A BLOWPROOF BELLHOUSING HAVING NO NON-FACTORY HOLES, DRILLED OR CUT IN IT - EXCEPTION OF A CLUTCH MAINTENANCE/INSPECTION HOLE AND ONE 1" COOLING HOLE, AND BE EQUIPPED WITH A BLOCK SAVER PLATE OF 3/16 STEEL OR 14" ALUMINUM. NO CAST IRON COMPONENTS PERMITTED - COMPONENTS DEFINED AS FLYWHEEL, PRESSURE PLATE, FLOATERS/CLUTCH DISC(S).
6. ALL DRIVESHAFTS MUST BE SHIELDED 360° MINIMUM 1/4" STEEL OR 3/8" ALUMINUM. ALL CHAINS MUST BE COVERED 360° MINIMUM 1/16" STEEL OR 1/8" ALUMINUM.
7. FRONT AXLE BRACE/SKIS WILL BE REQUIRED, FRONT AXLE SKIS TO BE 2" WIDE, 10" LONG. TO BE CONSTRUCTED OF MILD STEEL TUBING OR SAME MATERIAL AS TRACTOR FRAME RAILS. FRONT AXLE SKIS SHOULD CONNECT TO EACH FRAME RAIL INLINE & EXTEND TOWARDS THE FRONT OF THE TRACTOR. ONE SKID MAY ALSO BE USED, MUST BE A MINIMUM OF 10" WIDE & 4" LONG. FRONT SKI(S) SHOULD HAVE A RADIUS TO PREVENT DIGGING INTO THE TRACK. FRONT AXLE SKI(S) SHOULD BE STRONG ENOUGH TO SUPPORT THE FRONT END WEIGHT OF THE TRACTOR.
8. ALL TRACTORS MUST BE EQUIPPED WITH ROLL CAGE (SFI SPEC RECOMMENDED) CAGE MUST HAVE A MINIMUM OF TWO VERTICAL BARS OF 1-1/2" DIAMETER ROLL BAR TUBING (MINIMUM THICKNESS OF .095 CHROMOLY OR 13 GAUGE STEEL) FROM SIDE VIEW, AT LEAST AS HIGH AS THE TOP OF THE DRIVERS HEAD/HELMET. A FORWARD BRACE OF THE SAME MATERIAL MUST ANGLE TO THE FRAME. THE CAGE MUST HAVE TWO BARS ACROSS THE BACK OF CAGE, ONE AT MIDDLE OF DRIVER'S BACK AND ONE AT DRIVER'S HEAD. CAGE MUST BE FASTENED ADEQUATELY TO THE CHASSIS. CAGE MUST BE ABLE TO LIFT BOTH REAR WHEELS WHEN LIFTED VERTICALLY. MUST BE ABLE TO LIFT ONE REAR WHEEL WHEN PULLED HORIZONTALLY FROM THE TOP OF THE CAGE WITHOUT DAMAGE TO THE CAGE.
9. TRACTORS MUST HAVE FENDERS CONSISTING OF A SOLID BARRIER BETWEEN THE DRIVER AND ANY PART OF THE REAR TIRES. MUST BE A MINIMUM OF 2" HIGHER THAN THE TIRES AND WIDE ENOUGH TO COVER THE DRIVER'S BODY. FENDERS MUST BE ABLE TO SUFFICIENTLY SUPPORT THE WIEGHT OF THE DRIVER

CAROLINA OUTLAW PULLING SERIES RULES

10. ALL WEIGHT FRAMES AND WEIGHTS MUST BE STATIONARY AND SAFELY SECURED TO THE VEHICLE. FRAMES OR WEIGHTS MUST NOT EXTEND REARWARD BEYOND THE REAR TIRES OR EXCEED THE WIDTH OF THE REAR TIRES. NO WEIGHTS OR OBSTRUCTIONS ABOVE THE DRAWBAR, NO OBSTRUCTIONS IN HOOKING & UNHOOKING OF THE SLED CHAIN.
11. HITCH HEIGHT IS 13" AND LENGTH IS MINIMUM OF 6", MAXIMUM OF 18" FROM CENTER OF REAR AXLE TO HOOK POINT. HOLE FOR SLED HOOK MUST BE A MINIMUM OF 2" ROUND HOLE, MAXIMUM OF 2-1/4". THICKNESS AROUND THE HOLE MUST BE 3/4" & NO GREATER CROSS SECTION THICKNESS OF 3/4". MINIMUM OF 1/2" HITCH/PULL PIN. HITCHING DEVICE CONSTRUCTED OF ONE SOLID PIECE WHICH HAS A MINIMUM THICKNESS OF 1". NO TUBING PERMITTED. ADJUSTERS MUST BE NO FARTHER THAN 5" FROM POINT OF HOOK. NO CLEVIS ALLOWED ON DRAWBAR. HITCHES MUST BE RIGID, IN ALL DIRECTIONS. NO MOVEMENT IS ALLOWED WHILE PULLING. DRAWBARS MUST BE PARALLEL TO THE GROUND. HITCH MUST BE HORIZONTAL - NOT VERTICAL. DO NOT CONNECT DRAWBARS AND STABILIZER BARS.
12. ALL TRACTORS MUST BE EQUIPPED WITH STABILIZER (WHEELIE) BARS. STABILIZER BARS TO HAVE PADS, NOT WHEELS, ON BOTTOM OF BARS. PADS TO BE A MINIMUM OF 3 SQ. IN. PADS TO BE A MINIMUM OF 6" REARWARD OF THE REAR TIRES. PADS MAXIMUM OF 6" OFF THE GROUND. VERTICAL BUMPER BARS MINIMUM 6" HIGH - TOP TO BE FASTENED TO STABILIZER BAR FRAMING. BUMPER BAR SHOULD EXTEND REARWARD A MINIMUM OF 2" BEHIND RADIUS OF REAR TIRE. BARS MUST SUPPORT WEIGHT OF TRACTOR FOR WEIGHT CLASS BEING PULLED.
13. MAXIMUM TIRE SIZE 18.4" X 16.1", WHEEL WIDTH MUST NOT EXCEED 20 INCHES, MAXIMUM WEIGHT 2,000 LBS. TRACTORS WITH 31" X 15.50" X 15" TIRES WILL BE ALLOWED A MAXIMUM WEIGHT OF 2,050 LBS.
14. ALL TRACTORS LIMITED TO A SINGLE AUTOMOTIVE TYPE V-8, MAXIMUM OF EIGHT CYLINDERS, TWO VALVES AND ONE SPARK PLUG PER CYLINDER. THE ENGINE MUST BE CLASSIFIED AS A SMALL BLOCK FROM THE FACTORY. NO **CHEVROLET LS** STYLE ENGINES, NO **FORD MODULAR** STYLE ENGINES, AND NO **CHRYSLER HEMI** STYLE ENGINES ALLOWED.
 - A. ENGINES LIMITED TO 370 CI. WITH NO ALLOWANCE.
 - B. AFTERMARKET BLOCKS WILL BE ALLOWED, MUST RETAIN OEM BORE SPACING & DECK HEIGHT. THE **FORD CLEVELAND** SYLE ENGINE (CLEVELAND STYLE ENGINE MUST RUN A FACTORY PRODUCTION STYLE BLOCK THAT WAS AVAILABLE IN A PRODUCTION CAR OR TRUCK & HAVE ORIGINAL CASTING NUMBERS IN PLACE).
 - C. CYLINDER HEADS MUST BE FACTORY VALVE ANGLE & MAY BE ALUMINUM OR CAST IRON. **NO RAISED RUNNER HEADS.**
 - D. **CHEVROLET-** 18°, 15°, 12°, 9°, & SB2 HEADS WILL NOT BE ALLOWED. EXCEPTION; 18° CAST IRON VORTEC HEADS WILL BE ALLOWED.
 - E. **FORD-** NO YATES, OR KAASE HEADS ALLOWED. HEADS MUST BE EITHER FACTORY VALVE ANGLE WINDSOR, OR FACTORY VALVE ANGLE CLEVELAND BASED HEADS.
 - F. **CHRYSLER-** NO INDY HEADS, OR ANY HEMI STYLE CONFIGURATION. MUST BE FACTORY VALVE ANGLE & WEDGE STYLE HEADS.
 - G. SINGLE CARBURATORS ONLY, 4150 FLANGE ONLY. NO FUEL INJECTION OF ANY KIND ALLOWED.
 - H. INTAKE MANIFOLD MUST BE SINGLE PLANE, CAST, PUBLICLY AVAILABLE MANIFOLD, NO SHEET METAL INTAKE MANIFOLDS, AND NO TUNNEL RAM INTAKE MANIFOLDS.
 - I. NO FORM OF FORCED INDUCTION, NO DRY SUMP OIL SYSTEMS.

CAROLINA OUTLAW PULLING SERIES RULES

"GRANDFATHERED IN" NOTE- PREVIOUSLY EXISTING TRACTORS WITH LS STYLE CHEVROLET ENGINES & NON-FACTORY VALVE ALGLE CYLINDER HEADS WILL BE ALLOWED TO COMPETE. IF AN UNFAIR ADVANTAGE IS SEEN BY C.O.P.S. TECH OFFICIALS, THEIR WEIGHT WILL BE HANDICAPPED APPROPRIATELY. NO NEW TRACTORS MAY BE BUILT WITH ANY OTHER ENGINE CONFIGURATION NOT LISTED ABOVE.

15. MAY USE GASOLINE, HIGH-OCTANE RACING FUEL, OR ALCOHOL. NO NITROUS OR ANY ADDITIVES ALLOWED. NO PRESSURE FUEL TANKS. NO DIESEL ENGINES. ALL FORMS OF NITRO-METHANE, INCLUDING NITROUS OXIDE AND PROPYLENE OXIDE ARE ILLEGAL.
16. ALL EXHAUST SYSTEMS MUST DISCHARGE VERTICALLY - VERTICALLY IS DEFINED AS BEING WITHIN 10 DEGREES (ANY DIRECTION) OF "BEING PLUMB". HEIGHT SHALL BE A MINIMUM OF 12" ABOVE THE BEND IN THE PIPE WHICH DISCHARGES VERTICALLY, MEASURED FROM THE TOP OF THE PIPE TO THE BOTTOM OF THE BEND.
17. ENGINES MUST HAVE SAFETY SHIELDS, A MINIMUM OF 1/16" THICK STEEL OR 1/8" THICK ALUMINUM ON EACH SIDE OF THE ENGINE EXTENDING THE FULL LENGTH OF THE ENGINE. THE SHIELD MUST EXTEND FROM THE BOTTOM OF THE EXHAUST FLANGE, DOWN TO AT LEAST 2" BELOW THE POINT OF THE LOWEST THROW OF THE CRANKSHAFT. SHIELD MUST NOT BE ATTACHED TO THE ENGINE. STARTER, MOTOR MOUNTS, AND OTHER ACCESSORIES DO NOT QUALIFY AS BEING PART OF THE SHIELD.
18. ABC 2-1/2 POUND FIRE EXTINGUISHER MUST BE MOUNTED WITHIN EASY REACH OF THE DRIVER.
19. MUST HAVE A 2" WHITE BACK-UP (REVERSE) LIGHT MOUNTED WITHIN 6" OF THE KILL SWITCH. THE TRANSMISSION OR THE REVERSE SHIFTER LINKAGE MUST ACTIVATE THE REVERSE LIGHT, DRIVER OPERATED TOGGLE SWITCH IS NOT ALLOWED.
20. ALL OEM COOLING FANS MUST BE SHROUDED 180° (TOP & SIDES) MINIMUM 1/16" STEEL THESE SHROUDS ARE NOT REQUIRED FOR ELECTRIC COOLING FANS ONLY. NO WATER PUMP DRIVEN FANS ALLOWED. ALL HORIZONTAL FANS MUST BE SHROUDED AS TO PREVENT HANDS FROM TOUCHING THE BLADES OR THE BLADES ESCAPING OUT TO THE SIDE OR VERTICALLY.
21. HARMONIC BALANCERS MUST BE BOLTED TO CRANKSHAFT AND BE SF1-18-1 CERTIFIED OR BE SHIELDED WITH 1/8" WALL STEEL. 360 DEG.
22. ALL TRACTORS MUST BE EQUIPPED WITH KILL SWITCHES AS SPECIFIED BY C.O.P.S. KILL SWITCH MUST BE MOUNTED AT A 90 DEGREE ANGLE OR LESS, TO EASE THE FUNCION OF SWITCH. MUST BE WITHIN 6" LEFT OR RIGHT OF CENTER. ALL KILL SWITCHES MUST CUT OFF THE IGNITION AND STOP THE ELECTRIC FUEL PUMP, IF SO EQUIPPED.
23. ALL TRACTORS MUST BE EQUIPPED WITH A "RETURN TO IDLE" DEAD MAN THROTTLE, MUST HAVE TWO SPRINGS, AT LEAST ONE HOOKED DIRECTLY TO CARBURETOR THROTTLE LINKAGE.
24. TRACTORS MUST BE EQUIPPED WITH A MINIMUM OF A FOUR POINT HARNESS AND DRIVER MUST HAVE THEM FASTENED WHILE PULLING.
25. DRIVER MUST WEAR A FIRE SUIT MINIMUM OF SFI SPEC. 3.2, FIREPROOF GLOVES, FIREPROOF HEAD-SOCK, AND FIREPROOF SHOES MUST MEET SFI SPEC. 3.3, AND A HELMET MEETING SNELL 90 MINIMUM, OR SFI SPEC. 31.1, 31.2, 41.1, OR 41.2. NECK COLLARS ARE RECOMMENDED.
26. ALL SAFETY REQUIREMENTS OF C.O.P.S. WILL APPLY TO THE SMALL BLOCK MINI ROD CLASS.

CAROLINA OUTLAW PULLING SERIES RULES

6,500 LB. STREET STOCK GAS 4X4

THE STREET STOCK CLASS IS DESIGNED FOR DAILY-DRIVEN, ON-THE-ROAD PICKUP TRUCKS (FULL-BODIED GASOLINE PICKUP TRUCKS). VALID D.O.T. REGISTRATION AND LICENSE PLATES ARE MANDATORY. THE VEHICLE MUST BE FOUR-WHEEL DRIVE. THIS CLASS WILL NOT RUN FOR POINTS OR PURSE, HOOK FEE WILL BE \$20.

1. MAXIMUM WEIGHT 6,500 LBS INCLUDING FUEL, OIL, COOLANT, DRIVER, READY TO COMPETE. NO FRONT HANGING WEIGHT ALLOWED.
2. 4X4 STREET LEGAL PICKUP TRUCKS ONLY. ONLY FACTORY OFFERED ENGINES ARE ALLOWED IN THIS CLASS.
3. MUST HAVE SOLID FLOORED BED.
4. TRUCKS CAN USE ANY OCTANE RATING COMMERCIALLY AVAILABLE PUMP GAS. **NO ALCOHOL, METHANOL, NITROMETHANE, NITROUS, OR THE LIKE.**
5. ONLY ONE FOUR BARREL CARBURETOR ALLOWED (4150 FLANGE ONLY). O.E.M. FACTORY FUEL INJECTION SYSTEMS ALLOWED. NO FORM OF FORCED INDUCTION UNLESS OEM EQUIPPED.
6. **ENGINE MODIFICATIONS NOT ALLOWED:** DOMINATOR OR PREDATOR CARBURETORS, ANY 4500 FLANGE INTAKE MANIFOLD OR CARBURETOR, ANY CARBURETOR SPACER MORE THAN 2" THICK, HOMEMADE CARBURETOR SPACERS OR WOODEN CARBURETOR SPACERS, CRANK TRIGGER IGNITIONS, SHEET METAL INTAKES, DRY SUMP OIL SYSTEMS, NON-OEM FUEL INJECTION SYSTEMS, DIGITAL OR PROGRAMABLE AFTERMARKET IGNITION SYSTEMS
7. THE VEHICLE MUST HAVE A WORKING SUSPENSION, FRONT AND REAR. BLOCKED SOLID REAR SUSPENSION IS ALLOWED BUT MUST BE ABLE TO REMOVE. MUST HAVE STOCK FRAME FOR MAKE AND MODEL OF VEHICLE. LIFT KITS ALLOWED. REAR TRACTION BARS ALLOWED, MUST BE BOLT-ON ONLY, MUST BE REMOVABLE.
8. HITCH MUST BE STOCK REESE STYLE, MUST BE SOLID IN ALL DIRECTIONS. NO PULLING FROM BUMPERS. MUST SUPPLY 3.75" OPENING CLEVIS. MAXIMUM HITCH HEIGHT 24 INCHES. (SEE **DIAGRAM ON PAGE 11 UNDER HITCHES**)
9. D.O.T. STREET APPROVED TIRES ONLY ALLOWED; TIRE SIZE MUST BE STAMPED ON SIDEWALL.
10. ANY VEHICLE, DAMAGE, DRIVING STYLE DEEMED UNSAFE BY ANY OFFICIAL WILL BE GROUNDS FOR DISQUALIFICATION.
11. ALL BODY PARTS MUST REMAIN INSIDE THE CAB OF THE TRUCK WHEN COMPETING. SEAT BELTS MUST BE IN USE. **HEADLIGHTS AND FOG LIGHTS WILL NOT BE ON WHILE VEHICLE IS ON THE TRACK!!!** ANY PULLER THAT TURNS THEIR HEADLIGHTS OR FOG LIGHTS ON BEFORE THE RED FLAG IS SHOWN **WILL BE AUTOMATICALLY DISQUALIFIED!**
12. ALL SAFETY RULES APPLY. NO RIDERS IN VEHICLE.

CAROLINA OUTLAW PULLING SERIES RULES

8,500 LB. WORK STOCK DIESEL 4X4

THE WORK STOCK CLASS IS DESIGNED FOR DAILY-DRIVEN, ON-THE-ROAD PICKUP TRUCKS (FULL-BODIED DIESEL PICKUP TRUCKS). VALID D.O.T. REGISTRATION AND LICENSE PLATES ARE MANDATORY.

THIS CLASS WILL NOT RUN FOR POINTS OR PURSE, HOOK FEE WILL BE \$20.

WEIGHT BREAKS: 8500 LBS. WEIGHT IS WITH DRIVER

REGULATIONS

BALLAST: HANGING WEIGHT IS PROHIBITED. NO WEIGHTS IN CAB OF TRUCK. BALLAST MAY BE ADDED IN THE BED OF THE TRUCK. IF USED, BALLAST MUST BE SECURELY FASTENED TO THE BED.

BATTERIES: THE BATTERIES MUST BE SECURELY MOUNTED IN STOCK LOCATION.

BODY: THE BODY MUST BE THE OEM TRUCK BODY, INCLUDING THE FULL BED FLOOR. AFTERMARKET BEDS SUCH AS SERVICE BODIES, FLAT BEDS, ETC. ARE ALLOWED. THE BODY MUST RETAIN FULL SHEET METAL. METAL OR FIBERGLASS AFTER-MARKET HOODS ARE PERMITTED. THE HOOD MUST BE CLOSED AND SECURELY LATCHED WHILE THE VEHICLE IS HOOKED TO THE SLED.

BRAKES: FOUR-WHEEL HYDRAULIC BRAKES ARE MANDATORY.

CHASSIS: 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.

COOLING SYSTEM: RADIATORS MUST BE IN THE STOCK LOCATION AND BE OF AT LEAST STOCK SIZE.

DRIVELINE: AN OEM TRANSMISSION AND TRANSFER CASE ARE MANDATORY. THEY MUST HAVE BEEN AN OPTION ON A ONE-TON OR SMALLER PICKUP.

DRIVER RESTRAINT SYSTEM: THE OEM RESTRAINT SYSTEM IS MANDATORY AND MUST BE WORN.

ENGINE: THE ENGINE IS LIMITED TO A STOCK-APPEARING, COMPRESSION IGNITION ENGINE FOUND IN A ONE-TON OR SMALLER PICKUP. ENGINE BLOCK & HEAD MUST CIRCULATE COOLANT FREELY, NO FILLING OF ANY KIND!!!

EXHAUST: AFTERMARKET EXHAUST SYSTEMS ALLOWED. ALL EXHAUSTS MUST EXIT BEHIND THE CAB, NO HOODSTACKS!!!

FIREWALL: THE COMPLETE OEM FIREWALL IS MANDATORY.

FLOOR: THE COMPLETE OEM FLOOR PAN IS MANDATORY.

FUEL: THE FUEL MUST BE PUBLICLY AVAILABLE #1 OR #2 DIESEL, NO OFF ROAD FUEL. NO "HOMEBREW" MIXTURES.

FUEL INJECTION PUMP: THE FUEL INJECTION PUMP IS LIMITED TO A SINGLE STOCK-APPEARING, OEM ENGINE MODEL-SPECIFIC PUMPS ONLY (NO P-PUMPED 24 VALVE CUMMINS), NO DUAL PUMPS, NO AG GOVERNED PUMPS!!!

FUEL SYSTEM: THE OEM FUEL TANK IS MANDATORY AND MUST BE USED. RACING FUEL CELLS ARE PROHIBITED AND MUST BE REMOVED FROM THE VEHICLE.

CAROLINA OUTLAW PULLING SERIES RULES

HITCH: TO EXPEDITE THE SHOW, **COMPETITORS SHOULD PROVIDE THEIR OWN HITCH!!!** MUST PULL OFF A REESE STYLE HITCH, MOUNTED SOLID TO THE FRAME WITH NO MOVEMENT. MUST HAVE A 5/8" GRADE 8 BOLT W/NUT TO REPLACE HITCH PIN. REINFORCEMENTS MUST NOT EXTEND FORWARD OF THE CENTERLINE OF THE REAR AXLE. TRICK HITCHES ARE PROHIBITED. THE HOOKING POINT MUST BE THE REAR-MOST POINT ON THE VEHICLE AND MUST BE REARWARD OF THE STOCK LOCATION OF THE TAILGATE, UNDER NO CIRCUMSTANCE MAY THE HOOK POINT BE CLOSER THAN 44" OF CENTERLINE OF REAR AXLE. THE HITCH MUST BE HORIZONTAL TO THE GROUND AND STATIONARY IN ALL DIRECTIONS. BUMPERS MAY BE NOTCHED OR ROLL PANS MAY BE USED IN PLACE OF A BUMPER. THE HITCH HEIGHT FROM THE GROUND MAY NOT EXCEED 24 INCHES ON FOUR WHEEL DRIVE VEHICLES, 30 INCHES ON TWO WHEEL DRIVE VEHICLES. THE HOOKING POINT MUST HAVE A MINIMUM 3.75-INCH INSIDE DIAMETER OPENING FOR THE SLED HOOK. (SEE DIAGRAM ON PAGE 11 UNDER HITCHES)

INTERIOR: A COMPLETE INTERIOR, INCLUDING DASHBOARD, DOOR PANELS, HEADLINER, ETC., IS MANDATORY. TWO MATCHING FRONT SEATS ARE MANDATORY. AFTERMARKET SEATS ARE PERMITTED; THEY MUST BE FULLY UPHOLSTERED. ALL FACTORY CONTROLS (LIGHTS, SIGNALS, HORN, WINDOWS, WIPERS, ETC.) MUST BE RETAINED AND BE OPERATIVE. THE USE OF HAND-THROTTLE CONTROLS ARE PROHIBITED. **HEADLIGHTS AND FOG LIGHTS WILL NOT BE ON WHILE VEHICLE IS ON THE TRACK!!!** ANY PULLER THAT TURNS THEIR HEADLIGHTS OR FOG LIGHTS ON BEFORE THE RED FLAG IS SHOWN **WILL BE AUTOMATICALLY DISQUALIFIED!**

REAR END: NON-OEM REAR-END HOUSINGS ARE PROHIBITED. IT MUST HAVE BEEN AN OPTION ON A ONE-TON OR SMALLER PICK UP. REAR AXLE BOLTS MUST BE COVERED BY A CAP OR SHIELD.

STEERING: THE VEHICLE MUST RETAIN THE FULL, ORIGINAL OEM STEERING GEAR. THE VEHICLE MUST RETAIN THE ORIGINAL OEM POWER ASSISTANCE, IF IT WAS SO EQUIPPED. ADDITIONAL STABILIZERS ARE PERMITTED. NON-OEM POWER ASSIST METHODS ARE PROHIBITED.

SUSPENSION, FRONT: THE UPPER MOUNTING POINT FOR STRUT ASSEMBLIES MUST BE IN THE FACTORY LOCATION. ADJUSTABLE CASTER/CAMBER PILLOW BALL MOUNTS ARE PERMITTED. THE LOWER CONTROL ARM MAY BE STRENGTHENED PROVIDED FACTORY-MOUNTING POINTS TO CHASSIS ARE MAINTAINED. THE LOWER MOUNTING POINT FOR THE 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 PROHIBITED.

SUSPENSION, REAR: AN OEM-STYLE SUSPENSION IS MANDATORY. LOWERING OR RAISING THE VEHICLE HEIGHT WITH SUSPENSION MODIFICATIONS IS PERMITTED. TRACTION BARS AND DEVICES ARE PERMITTED; THEY MUST BE BOLT-ON ONLY; WELDS ARE PERMITTED FOR ATTACHMENT TO FRAME OR AXLE HOUSING. ALL OEM SUSPENSION MOUNTING POINTS MUST BE RETAINED AND USED. SWAY BARS, LIMIT STRAPS, AND CAMBER KITS ARE PERMITTED. THE REAR SUSPENSION MAY BE SOLID, COMPRESSION STOPS MUST BE EASILY REMOVED OR ADJUSTABLE. ALL REAR SUSPENSIONS MUST USE AT LEAST ONE WORKING SHOCK ABSORBER PER WHEEL. AIRBAG SPRING ASSISTANCE IS PERMITTED; AIRBAG COMPRESSORS MUST BE DISCONNECTED.

CAROLINA OUTLAW PULLING SERIES RULES

TIRES: NO STUDDED TIRES, TIRE CHAINS, OR ANY TIRES NOT SPECIFICALLY INTENDED FOR STREET USE ARE PERMITTED. TIRES MUST CARRY A D.O.T. NUMBER ON THE SIDEWALL. NO CUTTING, GROOVING, OR SIPING ALLOWED. TIRE SIZE MUST BE MOLDED ON THE TIRE. DUAL REAR WHEELS ARE ALLOWED FOR FACTORY EQUIPPED, ONE TON DUALY, **NO DUALS ON A 3/4 TON TRUCK!** OUTSIDE DUALS MUST BE COVERED BY THE BED, OR A DUALY FENDER WITH CLEARANCE LIGHTS. **IF YOU CAN'T LEGALLY DRIVE IT ON THE STREET WITH THE DUALS ON, IT IS NOT LEGAL!!!** ALL DUALY WHEELS MUST BE FACTORY OR AFTERMARKET POSITIVE OFFSET DUALY STYLE WHEELS. NO CUSTOM REAR DUALY HUBS OR WHEELS ALLOWED. FACTORY FRONT DUAL WHEEL ADAPTERS ARE PERMITTED, BUT MUST ALSO BE USED WITH A SINGE FACTORY OR AFTERMARKET POSITIVE OFFSET DUALY STYLE WHEEL. NO "REAL WHEELS" OR OTHER SIMILAR BRANDS ALLOWED.

TRANSFER CASE: NON-OEM TRANSFER CASES ARE PROHIBITED. THE TRANSFER CASE MUST HAVE BEEN AN OPTION ON A ONE-TON OR SMALLER PICK UP TRUCK.

TRANSMISSION, AUTOMATIC: NON-OEM TRANSMISSIONS ARE PROHIBITED. AFTERMARKET TORQUE CONVERTERS, VALVE BODIES AND INTERNAL COMPONENTS ARE PERMITTED. TRANSMISSION BRAKES ARE PROHIBITED. ANY NON-OEM FLOOR-MOUNTED AUTOMATIC TRANSMISSION SHIFTER MUST BE EQUIPPED WITH A SPRING-LOADED POSITIVE REVERSE LOCKOUT DEVICE TO PREVENT THE SHIFTER FROM ACCIDENTALLY BEING PUT INTO REVERSE GEAR. A FUNCTIONAL NEUTRAL SAFETY SWITCH IS MANDATORY.

TRANSMISSION, MANUAL: 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. SEQUENTIAL SHIFTERS ARE PROHIBITED

TURBOCHARGER: THE VEHICLE IS LIMITED TO A STOCK APPEARING SINGLE TURBOCHARGER IN STOCK LOCATION. 6.4 POWERSTROKES MUST USE FACTORY TWIN SETUP.

WATER INJECTION: WATER INJECTION IS PROHIBITTED, NO NITROUS, OR PROPANE.

WHEELBASE: THE VEHICLE MUST RETAIN THE ORIGINAL FACTORY WHEELBASE AND TRACK WIDTH.

CAROLINA OUTLAW PULLING SERIES RULES

STREET STOCK SEMIS

1. ALL ENTRIES MUST BE A STREET LICENSED SEMI TRUCK, OR BE ABLE TO BE LICENSED FOR LEGAL HIGHWAY USE. ALL TRUCKS SHOULD BE DRIVEN TO THE EVENT, BUT MAY BE HAULED IN AS WELL. THESE RULES MAY BE ALTERED OR CHANGED AT ANY TIME THROUGHOUT THE SEASON FOR ANYTHING THAT BECOMES A SAFETY ISSUE.
2. NO RIDERS ARE PERMITTED IN TRUCKS DURING PULL ATTEMPTS. DRIVER MAY NOT LEAVE THE DRIVER'S SEAT WHILE THE VEHICLE IS ON THE PULLING TRACK. DRIVER WILL TAKE ALL DIRECTIONS FROM THE FLAGMAN ON THE TRACK. DRIVERS MUST USE A SEATBELT AND/OR SHOULDER HARNESS WHEN HOOKED TO THE SLED. ALL TRUCKS MUST HAVE A FIRE EXTINGUISHER PER D.O.T. REGULATIONS.

AIR BAGS & AXLES

1. TANDEM DRIVE AXLE SEMI-TRUCKS, AXLE SPACING MUST BE BETWEEN 60" AND 52". NO FRONT WHEEL DRIVE WILL BE PERMITTED. DUMP TRUCKS, CONCRETE TRUCKS, TANKER TRUCKS, ETC... THAT CARRY ADDITIONAL WEIGHT THAT IS NOT NORMALLY FOUND ON A "ROAD TRACTOR" ARE NOT PERMITTED IN THIS CLASS. THEY MAY PULL FOR EXHIBITION ONLY AT THE DISCRETION OF THE PROMOTER & C.O.P.S. OFFICIALS.
2. TRUCKS WITH AIRBAG LIFT AXLES WILL BE PERMITTED BUT MUST PUT DOWN PRESSURE ON THE AXLE. ALL TIRES MUST REMAIN IN CONTACT WITH THE PULLING SURFACE AT ALL TIMES WHILE HOOKED TO THE SLED.
3. THERE MUST BE 66" FROM THE CENTER OF THE TANDEMS TO THE FIRST OBSTRUCTION FORWARD SUCH AS THE BACK OF THE TRUCK CAB, TOOLBOX, WET LINE BOX, ETC.
4. CHAINING OR BLOCKING OF DRIVE AXLES IS NOT PERMITTED.
5. THE USE OF AIR BAGS IS PERMITTED. HOWEVER, NO AIR MAY BE ADDED TO OR REMOVED FROM THE AIR BAGS WHILE THE TRUCK IS HOOKED TO THE WEIGHT TRANSFER MACHINE.
6. THE HEIGHT OF THE HITCH MUST REMAIN THE SAME FROM START TO FINISH. ANY CHANGE IN THE HITCH HEIGHT WILL BE CAUSE FOR DISQUALIFICATION.
7. ALL AIR BAGS WILL BE FULLY INFLATED AND THEN THE HITCH HEIGHT WILL BE SET.

CAROLINA OUTLAW PULLING SERIES RULES

ENGINE & TRANSMISSION

1. MAXIMUM RPM LIMIT OF 2,800.
2. WATER INJECTION IN ANY FORM IS NOT PERMITTED. AIR TO AIR INTERCOOLER ONLY. NO ICE OR WATER PERMITTED ON THE TRUCK DURING COMPETITION. AN OEM EQUIPPED; LIQUID COOLED AFTERCOOLER IS PERMITTED.
3. NO ETHER, ALCOHOL, NITROUS OR OTHER COMBUSTIBLE (PROPELLANT) LIQUID OR COMBUSTIBLE MATERIAL MAY BE INJECTED INTO THE TURBOCHARGER OR ANY PART OF THE AIR INTAKE SYSTEM.
4. #2 PUMP DIESEL FUEL IS THE ONLY FUEL PERMITTED IN THIS CLASS.
5. TURBOS ARE LIMITED TO SINGLE O.E.M. TURBOCHARGER. EXCEPTIONS;
 - A. A FACTORY 2005-2009 & 2011 CAT TWIN TURBO ENGINE IS PERMITTED WITH THE FACTORY-INSTALLED NON-ALTERED TURBOS.
 - B. DETROIT DIESEL TWO-CYCLE ENGINES MAY UTILIZE ONE TURBOCHARGER PER BANK, SINGLE-STAGED ONLY. MUST BE OEM STOCK AIRRESEARCH OR EQUIVALENT AFTERMARKET TURBO.
 - C. CUMMINS KT 600 MODEL ENGINES MUST RETAIN STOCK TURBO AND STOCK WHEEL.
6. ALL EXHAUST MUST EXIT BEHIND THE DRIVER'S COMPARTMENT (NO HOOD STACKS PERMITTED) AND MUST EXIT VERTICALLY. (TURNOUT, BULL HAULER, AUSSIE, ETC. STACK TIPS ARE PERMITTED).
7. TRANSMISSIONS AND REAR ENDS MUST BE COMMERCIAL SEMI-TRUCK FACTORY COMPONENTS.
8. ONLY MECHANICALLY ACTIVATED CLUTCHES ARE PERMITTED. (HYDRAULIC ASSISTS ARE PERMITTED)

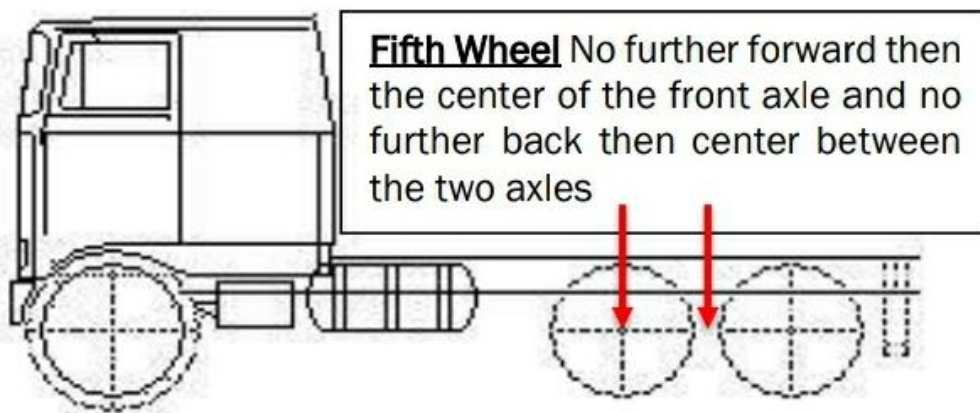
ELECTRONIC FUEL INJECTION SYSTEMS/FUEL INJECTION PUMPS

1. ALTERATION/MODIFICATION/REPLACEMENT OF THE (OEM) ORIGINAL FACTORY FUEL PUMP IS NOT PERMITTED. NO PUMP MAY BE MODIFIED WITH SIGMA PARTS. NO BILLET FUEL PUMPS.
2. A CUMMINS ENGINE MUST HAVE A CUMMINS FUEL PUMP - A DETROIT MUST HAVE A DETROIT FUEL PUMP – A CAT MUST HAVE A CAT FUEL PUMP.
3. NO SIGMA PUMPS OR MW PUMPS ARE PERMITTED. NORMAL PUMP DIESEL IS THE ONLY FUEL PERMITTED IN THIS CLASS.

CAROLINA OUTLAW PULLING SERIES RULES

HITCHES

1. TRUCKS THAT COMPETE REGULARLY ARE REQUIRED TO HAVE THEIR OWN HITCHING DEVICE THAT IS SUBJECT TO APPROVAL BY THE HEAD TECH OFFICIAL AT EACH EVENT. THIS HITCH MUST WORK FROM THE 5TH WHEEL WITH THE 5TH WHEEL CENTERED BETWEEN THE TWO REAR AXLES. THE HITCH MUST BE ADJUSTABLE SO THAT THE HEIGHT FROM THE GROUND TO THE POINT OF HOOK IS BETWEEN 20" AND 26" + OR - 1". C.O.P.S. WILL PROVIDE HITCHES AT EACH EVENT. THE HITCH WILL BE MEASURED WHEN THE TRUCK WEIGHS IN AND IMMEDIATELY BEFORE THE SEMI HOOKS TO THE SLED.
2. CENTERLINE OF THE REAR AXLE TO HOOK POINT ON THE SEMI HITCH MUST BE NO GREATER THAN 7 FEET.
3. FIFTH WHEEL POSITION- KINGPIN/FIFTH WHEEL PLATE POSITION NO FURTHER FORWARD THEN THE CENTER OF THE FRONT AXLE AND NO FURTHER BACK THEN CENTER BETWEEN THE TWO AXLES.



TIRES

1. ALL TIRES MUST BE ROAD USE APPROVED TIRES AND AVAILABLE TO THE PUBLIC. NO CHAINS OR CABLES PERMITTED. NO CUTTING OF TIRES IS PERMITTED.
 - A. DUAL WHEELS-MAXIMUM TIRE SIZE LIMITED TO; 11X24.5 X 8.25 (OR) 10 X 22 X 8.25 (OR) 315/85R X 22.5. TREAD WIDTH OF 10" PER EACH DRIVE TIRE.
 - B. SUPER SINGLE WHEELS-MAXIMUM TIRE SIZE LIMITED TO 425/65/22.5

WEIGHT OF TRUCK

1. MAXIMUM WEIGHT FOR ANY TRUCK WILL BE 22,000 LBS. IF THE WHEELBASE IS TOO LONG TO FIT ALL THREE AXLES ON THE SCALES, THE TRUCK MAY BE "SPILT" WEIGHED. A VARIANCE OF ONE PERCENT (220 LBS.) WILL BE GIVEN ONLY IF THE TRUCK MUST BE "SPLIT" WEIGHED.
2. NO ADDED WEIGHT OR BALLAST PERMITTED. NO HANGING WEIGHT PERMITTED ANYWHERE ON THE TRUCK OR HITCH.
3. ALL TRUCKS SHALL APPEAR 'ROAD READY'.

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