

General

(Applies to all classes)

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1. No sign-ups for a particular class after the first hook of that class.
2. Everyone on the grounds must sign a waiver. Every driver must get an armband at the registration booth. No alcoholic beverages permitted on the fairgrounds.
3. Any driver/vehicle deemed unsafe by officials will not be permitted to hook. No "hot rodding" on fairgrounds. If caught "hot rodding" or with alcoholic beverages, you will be escorted off the grounds, all monies paid will be forfeited to Steel City Pullers and you will be banned from future pulls until appearing in front of the Steel City Pullers board at regularly scheduled meeting.
4. Only drivers are permitted on the tractor while being driven or towed. All other safety and common-sense pulling rules apply. Pullers under the age of 16 must be accompanied by a parent or legal guardian.
5. Only track officials and contestants are permitted on track at any time. Track is defined as the area within 25 feet in any direction of the contest course boundaries, including run-off area at the finish line of track.
6. Starting pull will be made from a tight chain with no jerking.
7. All entries are subject to re-weigh or RPM check. Any track official can send an entry to be RPM checked if the tractor is suspected of exceeding RPM limits. The registered driver for class must be at the wheel when the tractor is checked. Scales have digital readout. Fifty (50) pound overage allowed. All tractor classes are 3000 RPM max unless otherwise noted.
8. Hooks: Unless sled is adjusted, first puller in class has option to drop (3 or 6 places, or to last). Vehicle may hook more than once per class, but with a different driver, with paid hook fee for each additional driver per class.
9. Hanging weights cannot interfere with sled's hitching chain or otherwise obstruct/impede hooking/unhooking process. Loss of weights while under green flag is grounds for disqualification. Anything object(s) or excessive fluids (at official discretion) falling from vehicle during pull other than mechanical failure will result in disqualification.
10. Hitch hole must be at least 3 inches wide and 3¼ inches long to accept sled hook. No clevis hitches.
11. In speed-limited classes, a horn, display board, or other monitoring device may be used.
12. REVISED PAYOUT (Effective 2014): 50% payback, \$20 entry fee. Minimum 3 entries to pay out for a class. 3-4 entries = Pay 1st place, 5-7 entries = Pay 1st & 2nd, over 7 entries = Pay top 3.
13. Protest rule: Any protest made must be brought to the attention of an official by a participant in that class and must be made before the vehicle in question leaves the track area. Protester's vehicle is also subject to inspection.
14. Hitch (Tractors): Must be stationary, no more than 1-inch movement in any direction, 20-inch maximum height, 18-inch minimum length from center of rear axle to hitch point.
15. Intake: No water, alcohol or other oxygen accelerant permitted.

16. Tractor must be two-wheel drive, stock block agricultural tractors with no visual engine modifications and rubber tires. Engine must be of original type or factory replacement. Original style hood and grille must be in place.

Factory Field Stock (Speed Limit)

Weight classes: 5500, 6500, 7500: 4 mph; 8500 (6 mph only), 9500 (6 & 12 mph), 10,500, 11,500, 12,500, 14,000,16,000 (6 & 12 mph)

1. Tires: 5500-9500: 18.4-38 limit, radials permitted, no cut or altered tires. 10,500-14,000: 20.8-42 limit, radials permitted, no cut or altered tires. 16,000-20,000: No size restriction, radials permitted, no cut or altered tires. No rims wider than tire width.
2. Horn rule: A horn on the sled will sound when you exceed the speed limit. You have 100 feet to set your speed. The horn can blow up to 100 feet. If the horn sounds after the 100-foot mark, the hook is disqualified. A speed board may also be used.
3. Turbo: None unless OEM-equipped in 5500-9500 classes (4/6 mph classes); 3-inch x 3-inch limit.
4. RPM: 12-MPH class only: An RPM monitoring device will be mounted on the sled for the 2025 season for the 12-mph class. Tractors entering any 12-mph class must have the sensor installed with the wiring mounted on the outside of the sheet metal, to ease the tech inspection process. The wire must be mounted with a 3-prong electrical socket within proximity to the hitch point.
5. Chassis: No tube or modified frames. Wheelie bars encouraged but not required.

Non-Turbo Farm Stock (Must be stock appearing)

Weight classes: 5500, 6500, 7500, 8500, 9500

1. Tires: 18.4-38 limit, cuts and radials allowed.
2. Aspiration: No turbochargers or devices that create positive intake manifold pressure. Detroit-style (2-stroke) engines are permitted as they have no traditional intake valves and use the blower to both scavenge exhaust and introduce fresh intake air.
3. Chassis: No tube/modified frames, wheelie bars required unless bumping up from stock class.

Farm Stock Open (Must be stock appearing)

Classes: 9500, 10,500, 11,500, 12,500, 14,000

1. Tractor must have OEM style engine, P-pump maximum.
2. Tires: 20.8-42 size limit, cuts and radials are permitted.
3. Turbo/intake: 3x3 maximum. No water, alcohol or other oxygen accelerant permitted.
4. RPM: 3000 RPM limit, random check, puller of class must be the one to rpm tractor. All tractors must have a visible throttle stop. An RPM monitoring device will be mounted on the sled for the 2025 season. Tractors entering must have the sensor installed with the wiring mounted on the outside of the sheet metal, to ease the tech inspection process. The wire must be mounted with a 3-prong electrical socket within proximity to the hitch point.
5. Chassis: Wheelie bars required, roll cage or 2-post ROPS encouraged.
6. Must have a functional air kill.

Hot Farm

Classes: 9500, 10,500

1. Class will follow Full Pull Productions/USA East Hot Farm Rules. See www.fullpullproductions.com/hot-farm-tractors-rules/ for details.
2. Tractors will be subject to air kill test.

Pickup Trucks

Lineup: 8000 Street diesel, 6500 street gas, 8000 2.5 diesel, 6500 open gas, 8000 "Run What Ya Brung"

1. Maximum hitch height is 26 inches. All trucks will be inspected; hitch checked and weighed in before pulling.
2. If truck requires tow vehicle, hook still counts.

8000# Street (2.5) Diesel

1. All vehicles must have a valid registration, insurance and inspection. Vehicles are permitted to be hauled to the grounds. The OEM driver's restraint system is mandatory and must be worn.
2. No passengers allowed.
3. Fuel must be #1 or #2 diesel fuel only. No nitrous oxide, propane, water/methanol, or any other oxygen extenders allowed.
4. Rear suspension must remain stock with 2" of travel; blocks are permitted as long as there is 2" of travel. Traction bars are permitted but must be bolt on.
5. The tires must be DOT-approved street tires.
6. Aftermarket air filters and air boxes are permitted. Aftermarket exhaust permitted. Programmers and computer chips permitted.
7. Weight bars are prohibited. Any additional weight must be securely fastened in the bed.
8. Dual rear Wheels are permitted ONLY if factory equipped. Single rear wheel trucks are not permitted to run dual rear wheels.
9. 2.5" Turbo will be plugged with 2.55 plug.
10. The hitch must be a receiver-style; reinforcements are permitted and encouraged but must not extend forward of the rear axle. TRICK hitches are PROHIBITED. The hooking point must be at the rear most part of the vehicle and must rearward of stock location of the tailgate. The hitch must horizontal to the ground and stationary in all directions. The hitch height from the ground may not exceed 26" hooking point must be a minimum 3.50 inches across and 3.75 inches long.
11. Fuel injection pump is limited to stock-appearing, OEM-engine-specific pump only. The use of a RSV (Agricultural-style) governor is prohibited.
12. A complete, factory interior is mandatory. Aftermarket seats are permitted, but they must be fully upholstered.
13. THE USE OF A HAND THROTTLE IS PROHIBITED.
14. Non-OEM rear-end housings are prohibited. The rear-end must have available in a one-ton or smaller pickup truck. The vehicle must retain full OEM steering gear.

8000# Modified 2.5 Diesel

1. Ballast is permitted; hanging weights may not extend more than 60 inches from center line of front axle.
2. BODY: The batteries must be securely mounted. They may not be located in the driver's compartment. Body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory.
3. CHASSIS The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain full OEM chassis. Wheel tubs, back half conversions, tube chassis etc., are prohibited. The vehicle must retain the original unaltered factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.
4. The hitch must be a receiver-style; reinforcements are permitted and encouraged, but reinforcements must not extend forward of the rear axle. TRICK hitches are PROHIBITED. The hooking point must be at the rearmost part of the vehicle and must be rearward of stock location of the tailgate. Hitch must be horizontal to the ground and stationary in all directions. The hitch height from the ground may not exceed 26" on 4x4 and 30" on 4x2 vehicles. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook the hook point will be measured at the center of the clevis loop. SRW trucks may utilize the use of DRW The vehicle must retain full OEM steering gear.
5. Must retain complete and functioning windows and windshield along with rear facing windshield (back glass). Driver's window must be rolled up while under green flag. All other windows may be down.
6. SUSPENSION FRONT: The factory suspension system configuration must be retained. 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 rod ends, sway bars and limit straps are permitted. Traction bars and devices are permitted.
7. SUSPENSION REAR: May Be Solid
8. The tires must be DOT, street-legal tires Max Size 35". Cut tires are prohibited. No siping
9. DRIVELINE: OEM transmission and transfer case are mandatory. They must be available in a 1-ton or smaller pickup. All trucks not registered for street use must have a minimum of six inch wide u-joint shields around the rear u-joint constructed of at least ¼ " steel or 3/8" aluminum that will safely contain the u-joint and the end of the rear shaft.
10. The engine block must have a factory option on a one ton or smaller pickup truck. Water pumps must be present but may be powered electrically. The use of concrete or other block fillers are prohibited. Electric fans are permitted along with aftermarket radiators but must be mounted securely in the OEM location.
11. The vehicle is limited to a single turbocharger; the inducer bore on the compressor housing may be 2.55". The inlet will be measured using a 2.555-inch plug or internal calipers. Bushing from any larger turbo size down to a 2.5 turbo is permitted. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than 1/4 inch. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited.

Cross bolts required if using non-OEM exhaust system (hood/bed stack) and/or non-OEM turbo (S467, etc.)

12. 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration. Twins from street class will be able to bump up or run street -- decision will be made by officials.
13. Water injection is prohibited. All system components must be disconnected. Air-to-air charge air coolers (intercoolers) are permitted. If mounted outside engine compartment, it must be shielded for spectator safety in the event of a failure. NITROUS OXIDE is PROHIBITED along with other oxygen extenders and the use of PROPANE is also PROHIBITED. All systems must be removed.
14. All vehicles must be equipped to direct exhaust upward. Exhaust exiting through the hood is permitted. Two 3/8" diameter bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as possible.
15. The fuel must be pump #1/2 diesel fuel only. Soy/Biodiesel is permitted. Fuel injection pump is limited to stock-appearing OEM-engine-specific pump only. Dual high pressure CP3 or HPOP pumps are permitted. RSV (Ag) governors are permitted. Sigma pumps are prohibited.
16. All engines turning 4500 rpm or higher must be equipped with a harmonic balancer or damper meeting SFI 18.1 spec.
17. AUTOMATIC TRANSMISSIONS: 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 shifters must be equipped with a spring loaded positive reverse lockout device to prevent the shifter from accidental reverse gear engagement. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high pressure-type hose. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield meeting SFI spec. 4.1 and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI 4.1 and it must extend from the rear of the block to the front of the tail housing with a minimum of six inch overlap where it is fastened. All non blanket type shields must pass under the transmission pan unless transmission pan is labeled as meeting SFI 4.1. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting a SFI Spec 29.1 and be covered by a flex plate shield meeting SFI spec 30.1.
18. MANUAL TRANSMISSION: 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. All vehicles with engines running 4500 RPM or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened Non-OEM transfer cases are prohibited. Transfer case must be available on a 1-ton or smaller pickup truck.
19. Trucks must have crossbolts in exhaust downpipe or a manufactured cross. If turbo is visible with hood closed, bolts/cross must be in intake side or a turbo blanket must be used.

Street Gas

This is a street legal 4x4 truck class available to currently licensed owners of gasoline-fueled trucks that are legal for highway use. This class is designed for the local 'daily driver' truck with the intent to provide an opportunity for an entry level class for gasoline 4x4 trucks. If your truck is street legal and is built to the rules set forth herein, you can enter this class.

1. Registration papers are required to prove that the truck is licensed for street use. A license plate with a current sticker tag is required to be affixed to the truck. Registration papers and license plate and sticker tag must match. Where applicable, a current inspection sticker is required. Trucks may be hauled to the pull.
2. BODY: Truck/Van must be stock in appearance. Floor in bed must be solid. The wheelbase may not be changed from original manufacturer. Wooden flatbeds are permitted. All body panels including in the inner and outer skins of the trucks bed well as the floor of truck bed must be O.E.M or heavier built. Fiberglass hoods and/or fiberglass hood scoops are permitted. Metal aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. Other design modifications to reduce weight are not permitted. All windows must be in place with OEM Glass.
3. The batteries must be securely mounted. They may not be located in the driver's compartment.
4. WEIGHT: Class is 6500 pounds. No weight brackets or hanging weights allowed on front of vehicles. Weights must be in the bed of the truck only and securely fastened or contained safely therein. Weights are permitted within but not below frame rails and anywhere in the confines of the body with the exception of the cab. No weight inside cab. Weight must not be visible.
5. FRONT BUMPERS: Front bumpers must be factory stock. No weighted front devices are permitted – this includes but is not limited to: homemade bumpers, brush guards and winches. Lower brackets (only) for snow plow frames are permitted so long as no modifications that would add weight are determined. An unaltered decorative brush guard may be permitted at the option of the head official. A truck is permitted to compete without a front bumper. REAR
6. BUMPER/HITCH: A rear bumper or receiver-style hitch is the only acceptable type of hitch. No other types of hitches are permitted. Hitch point may not be more than 26" from ground. Hook point must be past the bed of the truck if there is no bumper, or past the end of the bumper. Hitch Point (Where the hook drops) must be within 10 Degrees of level to the ground. If you back the truck up to a wall, the hitch would hit the wall before anything else. (Exception for sled stops) Ballast is permitted; hanging weights may not extend more than 60 inches from center line of front axle.

Open Gas

1. WEIGHT: 6500 lbs. maximum weight with driver. All vehicles must cross the scales prior to participating. Fuel and water may not be added after crossing the scales – except if qualified for a pull off. Additional added weight is permitted. Hanging weights and brackets may not extend more than 195 inches from the centerline of the rear axle. Trucks with longer wheelbases are welcome to participate and may place weights securely fastened inside the engine compartment, but not inside the cab.
2. BODY/CHASSIS Truck exterior must be stock in appearance. Body and frame and engine must be from the same OEM Manufacturer. No mini truck body or frames (i.e. Ranger, Dakota, S-10). The complete truck body must have factory sheet metal and factory glass windows. The cab must

have O.E.M. firewall and O.E.M. floor for safety. Bed floor, inner and outer skins must be of O.E.M. or O.E.M. replacement material. A truck with no bed floor will be allowed as long as there is 200 pounds of weights located over the center rear axle – these weights must be verifiable. Other design modifications to reduce weight are not permitted. Wooden flatbeds are permitted as long as they are factory built or heavier than factory built. Fiberglass hoods and fiberglass hood scoops are permitted. Fiberglass body panels are not permitted unless they are O.E.M. factory parts for the make and model of the truck and used as the manufacturer intended.

3. **FRAME/SUSPENSION** Factory full size truck O.E.M. frames are required. Altering the frame length is not permitted. Frame strengthening such as gusseting and ladder bars is acceptable. No tube frames or homemade frames are accepted. A solid blocked rear suspension is permitted. Must still use O.E.M. mounting points. 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. Lift kits are acceptable. If air bags are used valve must be at bag.
4. **WHEELBASE** The vehicle must retain the original factory wheelbase (+/- 1"); the wheelbase must be compatible to the body used.
5. **ENGINE** No aluminum engine blocks are permitted unless O.E.M. Cast iron blocks only, aluminium intakes are permitted. Any cast iron or conventional type aluminium cylinder heads permitted. No pro stock type cylinder heads (i.e. "big chief", "big duke", "c-head", "hemi", "blue thunder pro stock style heads", etc.), no billet heads. No sheet metal, or tunnel ram intakes permitted. Dry sump oiling systems permitted. Dominator carbs are permitted. No turbos, superchargers, injection, efi, split or dual carbs. One spark plug per cylinder. Open headers are approved. Engine exhaust must be routed in following ways: 1) Engine exhaust may be routed vertically up thru the vehicles hood. The exhaust must be minimum 6" higher than the hood when the hood is in the closed position. 2) Exhaust routed under the vehicle must exit under the cab and but before the rear axle. 3) Factory type configuration. Swaps between manufacturers are not permitted. NOTE: Small block engine under 480 cubic inches allowed any heads.
6. **KILL SWITCH** All trucks must be equipped with a kill switch per general rules. A true street truck which is still licensed, inspected and legal for the street may be permitted to pull without a kill switch with Tech Officials approval.
7. **FUEL/TANKS** Gasoline is the only type fuel permitted. Turbo-blue and cam-2 are permitted. E-85 (ethanol) is permitted. Absolutely no alcohol, no propylene oxide additives or the like. Fuel tanks must in the stock location or may be in the bed. Exception: fuel tanks may also be mounted on the front, but must be completely enclosed within the weight box and not visible. In this case, a manual fuel shutoff (ball valve easily accessible from the front part of the truck) is required on the weight box. **NITROUS OXIDE** Nitrous oxide is prohibited. All other oxygen extenders are prohibited. System components must be removed from the truck.
8. **BATTERIES** Batteries must be securely mounted; batteries must be in the stock location or these may be moved into the bed or they may also be mounted on the front, but must be completely enclosed within the weight box and not visible. In this case a manual battery disconnect (easily accessible from the front part of the truck) is required on the weight box.

9. COOLING SYSTEM Radiators must be in the stock location and at least of stock size.
10. HITCH The hitch must be stationary in all directions. The hitch's height from the ground may not exceed 26 inches. The length of the hitch measured from the center of the rear axle to the hitch point may be no shorter than 27% of the actual wheelbase of the truck. The hooking point will be measured to the rear of the opening in the clevis/hook loop. All hitch mounting points must be located below the frame rails. The hook point area must be free and clear of any obstructions. A truck may compete with a Reese style hitch or may pull from the bumper as long as it meets the 27% 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 permitted. No vertical hitches, all hitches must be 33 degrees or less parallel to the ground. A second hitch is not required in this class.
11. TIRES Maximum tire size for all trucks will be 35x12.50 as stamped. (Metric conversion is 315/70 or 315/75). All tires must carry a D.O.T. number on the side wall, dot number must be easily read from the outside of the tire. No dual wheels, studded tires, tire chains or any tire not specifically intended for street use are permitted. Use of dirt deflectors is prohibited. No cut, altered or sharpened tires are permitted.
12. BRAKES Front hydraulic brakes are mandatory. Driveline brakes accepted.
13. DRIVELINE Transmission and transfer case and front and rear differentials must be O.E.M. and available in a one ton (or smaller) pick-up truck. Driveshaft loops are required on all truck that are not licensed/inspected for the highway. Trucks must have at least six inch wide u-joint shields around the rear u-joints constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive 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. Flywheel shields (manual transmissions) are required on all trucks not licensed/inspected for the highway. All vehicles equipped with a manual transmission must have a flywheel shield. Applications for which a flywheel shield is not available may use a properly attached blanket that completely covers the bell housing. It must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.
14. Transmission, Manual: Non-OEM transmissions are prohibited. Clutch must meet minimum SFI spec 1.1 or 1.2. All transmissions must be clutch assisted. Sequential shifters are prohibited. Automatic transmission blankets are required on all trucks not licensed/inspected for the highway and must use a properly attached blanket that completely covers the bell housing. It must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.
15. Driver restraint system: The OEM restraint system is mandatory and must be utilized during competition.
16. Helmet: Motor sport type helmet is required for all drivers of trucks that are not currently licensed, insured and inspected for street use. Fire suit: SFI approved fire jacket, long pants and leather shoes are required for all drivers of trucks that are not currently licensed, insured and inspected for street use.
17. Event Operation: Driver's window must be rolled completely up while competing. Other windows on the truck may be lowered. Passengers are not permitted in the truck at any time either in the pits or on the track.

18. Credentials: All drivers must have a valid state driver's license. Trucks in this class do not have to be licensed or inspected or insured. Any street licensed truck that chooses to enter this class must be fully licensed and insured.

"Run What Ya Brung"

Gas, diesel or alcohol, only limit is 8000 pound maximum, along with appropriate safety equipment.