

Badger Truck Pullers Association

2018 Rules and Regulations

ADMINISTRATIVE RULES:

1. There will be no entry fees for club members in Badger Truck Puller Association contracted pulls.
Membership dues: \$100 for truck registration (includes two pit passes)
\$25 for driver registration (one membership pit pass)
\$25 for second driver for registered truck (one membership pit pass)
There is a maximum of four passes allowed for any registered truck.
2. There will be a non-transferable single day hook fee of \$50 for non-member trucks that conform to the BTPA rules when pulling with BTPA at a sanctioned pull. There will be no awarding of points, but they will receive place money.
3. There will be a non-transferable single day hook fee of \$40 for all exhibition truck pulls for that hook only. There is no awarding of points or money for exhibition pulls. Trucks not conforming to the BTPA rules will be considered exhibition.
4. Entry fees will not be returned after class has started. Any truck or registered driver disqualified for any reason will forfeit their entry fee.
5. Track judges, committee personnel and club members are the only personnel allowed on the track during an event. **Only track judges are allowed between the white lines when under the green flag. (2017)**
6. Trucks will enter only once per class. No jumping classes allowed at sanctioned events.
7. Any pulls contracted after season begins will not be a "points" pull unless members of the classes contracted are formally notified (written or verbal communication).
8. All trucks must be teched and pumped by BTPA tech official to receive any points or money for a pull. **All trucks will be teched with at least one member from each class being present during tech inspection. (2018)**
9. Each truck will be awarded 20 points when it is fully teched before the first date that the truck will first pull.
10. All trucks must be registered 20 minutes prior to the start of the event or will be charged a \$20 late fee.
11. Rule changes will be discussed at the fall meeting. All suggested rule changes must be submitted to the President two weeks prior to the meeting to be placed on the agenda. The member making the suggestion must be at the meeting to present his suggestion. Only members of each class will vote on suggested changes to the rules for their class. Only one vote per truck allowed. If a member is unable to attend the meeting, a copy of the suggested changes will be sent and he can either send an absentee ballot in or give a proxy vote to another member. All votes on rule changes will be by ballot. A rule can only pass with a majority vote, if a tie, the rule does not pass. Any rule change discussed at the meeting whether passed or voted down cannot be brought before the members for consideration again for three years.
12. **When the scale is not functioning, each class will vote on how they want to handle the points and payout and the board will carry it through. (2017)**

SAFETY RULES:

1. Any truck running without a competent driver in the seat in any area of the event will be disqualified. Pro Street diesels must be properly attended if running.
2. Any truck driven in an unsafe manner in any area of the event will be disqualified.
3. **Any alcohol or controlled substance abuse before or during the pull will not be tolerated and will result in immediate disqualification. Any driver consuming alcohol before he is done pulling or completing his track duties assigned for the day will automatically be disqualified and lose all points and money**

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accumulated from that days pull.

4. Seat belts are required in all classes of trucks and must be worn.
5. Helmets must be worn by all drivers and secured properly.
6. All drivers must wear a full 1 piece or 2 piece single ply SFI certified fire suit.
7. All trucks must have a two (2) pound minimum charged B, C type fire extinguisher mounted within easy reach of the driver.
8. All trucks must be equipped with a neutral switch, which must light at rear of truck near draw bar and in driver's compartment. Trucks must not start in any gear but neutral. *
9. All trucks must have a master kill switch and a safety kill switch. Master switch must kill all electrical components after batteries. Master switch must be mounted in front of truck on the left side, easily accessible and visible. Safety kill switch must be mounted in rear of truck close to the draw bar within 6 inches of center and kill power to the engine and fuel systems. *
10. Harmonic balancer shield with tabs required (must be 1/4-inch steel minimum). Shield must restrain balancer in case of breakage. If balancer is SFI approved, only tabs are required. **
11. All trucks must have a functioning air cleaner on at all times during the pull. An air cleaner will consist of a top, filter and bottom plate and will be securely attached to the carburetor. **
12. An oil pressure accumulator if mounted in the cab must be shielded with .060-inch steel. Lines in and out must be steel braided. **

* See Pro-Street Diesel Rules ** Does not apply to Diesel class

GENERAL RULES:

1. The rules in this section are for all classes that compete in Badger Truck Pullers Association's scheduled events.
2. All drivers must be 16 years old and have a valid driver's license. A driver under the age of 18 must have written permission from a parent or legal guardian.
3. Trucks will be inspected by Tech personnel before weigh-in time. All rules are subject to the interpretation of the consensus of the tech officials and/or officers.
4. Pumping motors for cubic inch displacement rule will be under Tech committee's discretion. **
5. All trucks with the registered driver will weigh in before pulling. Track judges or committee personnel may inspect or re-weigh the truck and driver at any time. No adjustments may be made to the truck after weigh in and hitch height check are complete.
6. A puller has 3 minutes from the time the sled is ready for competition to get on the track and hooked.
7. First puller in class may re-pull in sixth or last position. Decision must be made by driver and reported to flagman before being unhooked from sled. Each truck will be allowed a second attempt to pull the sled if competitor attempts to stop within 100 feet. If breakage occurs on the first attempt within 100 feet, the puller can make repairs and use second and final attempt in last position. This does not pertain to a pull-off situation.
8. In the event of a pull-off, trucks will pull in order that they originally pulled and have only one attempt to move the sled. If you cannot make the call for your turn in the pull-off, you will finish in the lowest position in the pull-off. **A pull-off will consist of 5 trucks and a \$100 per truck fee will be added to the purse by the**

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- [promoter.\(2018\)](#)
9. Only D.O.T. approved tires are allowed. Maximum size 35 x12.50 or the metric equivalent. Maximum 10-inch rim bead to bead. If tire size is questionable it will be checked with 50# of air in rear tire. No cutting or grooving allowed. If tire treads are offset, the centerline of front tires must run within the tread width of the rear tires. Siped tires allowed.*
 10. No nitrous oxide, nitro methane, alcohol or pressurized fuel allowed. Oxygenated fuel allowed.
 11. No trucks with dual wheels or chains allowed. Flatbeds allowed with thorough tech inspection.**
 12. [Trucks with standard transmissions must have SFI certified.flywheel and bell housing, or approved scatter blanket around bell housing. \(2018\)](#) Automatic transmissions must have SFI approved scatter blanket covering from back of engine to transmission tail shaft.
 13. Engine must be located no less than 14-inches from any part of the rear of the block or front of the bell housing to the center of the front axle and between the frame rails. Trucks engine must be same manufacturer as truck.*
 14. All driveline U-joints will have 360 degree shield of 1/4-inch aluminum or 1/8-inch steel minimum. All U-joint shields must be a minimum of 3 inches wide and have a maximum of 2 inches clearance from joint. Shields must cover the entire U-joint in order to restrain any broken parts. Drive shaft loops (2 per shaft) required and will be constructed with 1/4 -inch aluminum or 1/8-inch steel and mounted properly to contain shaft if breakage occurs.*
 15. Drive line brake must be shielded 360 degrees with 1/8 inch steel or 1/4 inch aluminum.
 16. A maximum of 133-inch wheelbase is allowed.*
 17. Trucks must have a minimum of two brakes or driveline brake functional.*
 18. Each truck will have a front tow hitch with a 3-inch hole not to exceed 6 inches from the front of the weight bar. Plate must be V'ed to a maximum of 18 inches at the point where it attaches to the weight bar. Material thickness is to be a maximum of 1-inch steel. This will not be counted as part of the overall length of the vehicle.*
 19. Size of rear hitch opening must be 3 ½ x 3 inches.
 20. [All truck s must have a catch can for radiator and vacuum pumps. \(2018\)](#)
 21. **Reasons for disqualification:**
 - A. Any safety equipment that **fails and falls off the truck (2017)** under the green flag will result in disqualification of that vehicle/driver. If safety equipment **fails** because of breakage during the pull, track judge will make final decision.
 - B. Any failure of safety equipment to function while under the green flag.
 - C. Any ballast that falls off the truck or touches the track while under the green flag.
 - D. Any truck that goes out of bounds under the green flag will be disqualified. This does not pertain to test puller or if puller has attempted to stop before 100 foot mark.
 - E. **Un-sportsman-like conduct including abusive language, discussion with sled operator, attempts to sway an officials decision (2018) and/or physical action toward event official, fellow competitor or spectator by owners, drivers or pit crew will result in that member and/or truck being suspended from the day's event, loosing event points and possible suspension for up to 13 months. An appeal may be made to officials and board after the pull. (2018)**
 - F. Unsafe operation of competition vehicle.
 - G. Any condition considered unsafe or out of order.
 - H. Intoxication including crew members, alcohol in competition area.
 - I. Illegal equipment.
 - J. Starting while the red flag is displayed.
 - K. If any alterations are made to the pulling vehicle after inspection the truck must be re-teched before

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the next pull.

22. A pull is considered over **once the truck is unhitched from the eliminator (2017)**, therefore penalties no longer exist. No exceptions on a floating finish.
23. All protests must be reported to the tech committee. The protest will then consist of the complaining party, the tech committee and the person being protested. The problem will be discussed between the three parties, a decision will be made and all decisions will be final. If a truck is found to be in violation, it will be banned from that day's competition and could be suspended from pulling for up to 13 months.
24. When a weather change occurs that impacts the quality of the track and gives one contestant an unfair advantage over another, the points will be awarded equally to each contestant in the class that ran. Prize money will be equally divided up among all members who have a truck registered for that pull in all classes. (2015) The decision of when to use this rule will be made by the officers and board members present at that particular event.
25. **All sleds must be started in gear with the weight box moving forward, the sled pan even with the starting line and the wheels up before a sleds green light is turned on. (2018)**
26. **Each class will have two trucks certified each year and all trucks will follow that truck's weight as scaled at each event. (2018)**

* See Pro-Street Diesel Rules **Does not apply to Diesel class.

OPEN STOCK FOUR WHEEL DRIVE RULES:

1. Trucks must have original factory frame, suspension and wheelbase. Must have original factory fenders, doors, box and floor. Must have factory fender wells and contain original factory glass and must have a full length dash and not cutting of interior structure allowed. Wheel wells may be trimmed to accommodate headers. Seat may be altered to a single racing seat. Must have stock front bumper. Any hood allowed with a 4 inch maximum hood scoop. No S-10 or Ranger styles.
2. Engine must have factory cast iron heads and must be stock appearing. No aftermarket heads allowed. Aftermarket cast iron blocks are allowed. Block must retain factory cam height and bore spacing. Maximum 482 cubic inches. No V-10's over 482 cubic inches. All carburetors must have 4150 style Holley base. Any single four-barrel, single plain or dual plain intakes allowed. No tunnel Rams, PRO Rams or sheet metal intakes allowed. Spacers may be allowed only to accommodate short deck intake or tall deck blocks on Chevys. A maximum of 1 inch carburetor spacer allowed.
3. There will be no electronic traction control that alters any engine **functions [including, but not limited to Davis Technologies, MSD8973, MSD Pro Grid, Six shooter, MSD Programmable 6, MSD Programmable 7 or any other devices that can be computer programmed]. (2016)** Factory sealed CD ignition boxes are allowed. Data acquisition is allowed, but there can be no connection to the ignition system. Tech officials and/or board will make final decision.
4. Production fuel injection with aluminum intake produced by factory for that year and make of truck is allowed.
5. Trucks must have complete exhaust systems (headers or cast manifolds) **with any type mufflers** that extend past rear of truck's cab. No inner tube shielding. Maximum diameter will not exceed 3 inches. Cast exhaust must be reduced within 30 inches of manifold outlet. Fender well headers will be allowed with header tubing before

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collector being a maximum of 1 7/8 inch outer diameter. Maximum of two collectors and outlets per truck allowed.

6. One pair of traction bars extending forward from the rear axle horizontal with the frame will be allowed and must be bolted, not permanently attached to the frame and rear end. Rear suspension must have 5 or more factory style leaf springs that must be attached to factory perches in factory location. Suspension may be blocked with one removable vertically mounted block per side. Blocks must be directly above axle. When this block is removed the vehicle must be fully operational for pulling.
7. Front traction bar/device allowed. The traction bar can only have two mounting points, one on the frame and one directly below the center of the front axle. No mounting of shocks, springs or other truck components allowed on bars. Bars cannot extend out past the center of the front axle and need to be horizontal with the truck. The front traction bars cannot extend past the cab. (2015) Multiple shocks are allowed. Shocks must be mounted within six inches of the center of the front axle.
8. Fuel tank may be in stock location, but must be guarded with at least 1/8" steel or 1/4" aluminum. (2015) Fuel tank can be relocated to inside of box. Fuel tanks and fuel lines in cab area must be metal.
9. Weights may be mounted to the front of the truck, but cannot exceed 60 inches from centerline of front axle. Weights must be secured during pull. No other equipment may be mounted on weight bar.
10. Hitch must be rigid in all directions at all times. A hitch angle of 0 to 30 degrees maximum is allowed with no leeway. This will be measured from hook point to hitch attachment point on the frame. The rear hitch angle and length will be measured 1 inch above and below 26 inches. (2015) Draw bar and adjustment supports to be mounted to frame only. Draw bar length, measured from center of rear axle to hook point, will be a minimum of 36% of truck wheelbase. Steel hitching device will be no more than 1 1/8 inch thick, no less than 3/4 inch thick. Hitch height not to exceed 26 inches. It must be a visible, clear hook mounted in horizontal alignment. All hitches will have only one adjustable supporting point and it must be located no more than 6 inches from hook point. That supporting point, if mounted to frame, must be as vertical as possible with a leeway of 10° (2015) at the rear most point of the frame if it is attached from above or below. If the attachment is to the rear end, it must be at or below the center point of the axle.
11. Engines may use aftermarket battery operated ignitions (no magnetos).
12. Trucks must run one-ton drive train or less with one front axle, one rear axle, one transmission and one transfer case. All components must be stock appearing.

SUPER STOCK FOUR WHEEL DRIVE RULES:

1. Trucks must have a stock outside appearance. Fiberglass bodies allowed. Driver's compartment must be FULLY enclosed with steel, aluminum or a minimum of 1/8 inch lexon. There must be a complete fire wall. Driver's door must be fully operational. It must have factory windshield and rear cab glass. Side glass is optional. (2015) Hood scoops are allowed. Box floor may be eliminated. The top of box and tailgate area must be completely covered. (2008) It must have front inner fender wells and/or 1/8-inch steel or 1/4-inch aluminum engine side shields that are high enough to cover spark plugs. The truck must have OEM factory frame.
2. Truck's engine must be same manufacturer as truck. Maximum 535 cubic inch displacement.
3. Any single four-barrel carburetor allowed.
4. Any single four-barrel intake allowed. No Tunnel Rams, PRO Rams or sheet metal intakes allowed. Intake

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- must be production cast and readily available to all competitors.
5. Engine may have any cast iron or aluminum head allowed, except Pontiac Big Chief, Olds Big Chief, Dart Big Chief, Brodix Big Duke, Ford E460. No pro-stock heads, hemi-heads. Chevy and Dodge can run any Siamese cylinder head, Ford can run any A-style head or M6049 C-460 (no profiler heads). **Engine bore spacing must be OEM spec for the manufacturer of the truck. (by order of president, 2018)**
These pertain to the C460 heads:
 - A. Valve size limits of 2.45 1.860 variance +/- .005
 - B. Valve pierce point locations at deck, valve angles and valve rotation must be in factory stock location relative to bore center and "head to block dowel" centerlines.
 - C. Factory valve cover rail height cam be less than but not taller than factory stock.
 - D. Porting, polishing of intake ports, exhaust ports and chambers permitted. Installation of alloy seats and guides permitted. Epoxy filler and or welding inside of intake ports, exhaust ports and combustion chambers are permitted.
 - E. Welding of entire deck surface is not permitted. Welding of individual areas is permitted for repair only.
 - F. No external modifications permitted. No welding, epoxy or filler on outside of head surface. This includes, spring area, push rod area, outside of ports, intake flange, exhaust flange or any other outside area.
 - G. No angle milling of any factory surface. No milling or material removal permitted on exhaust flange intake flange or valve cover rail except for repair. Milling of deck permitted up to .050
 - H. Relocation of any factory placed bolt hole is not permitted. All flange, valve train and external bolt hole locations must remain factory stock. No bolt holes may be added with the exception of the ends of the head to facilitate mounting of components. Factory bolt holes may be drilled and or taped for larger hardware. (2015)
 6. There will be no electronic traction control that alters any engine functions [including, but not limited to Davis Technologies, MSD8973, MSD Pro Grid, Six shooter, MSD Programmable 6, MSD Programmable 7 or any other devices that can be computer programmed]. Factory sealed CD ignition boxes are allowed. Data acquisition is allowed, but there can be no connection to the ignition system. Tech officials and/or board will make final decision.
 7. Open exhaust and open headers allowed. Exhaust must exit parallel to frame, lower or through hood.
 8. Electrical fuel pumps, fans and water pumps allowed.
 9. Trucks must have functional front suspension. Rear suspension may be welded solid. Blocking is allowed when springs are present. Traction bars and multiple shocks allowed. No altering the wheelbase. Maximum wheelbase 133 inches. Any single speed rear end allowed. Any single speed front axle allowed.
 10. Rear end must be mounted solid with not Watts links.
 11. Aftermarket Pro-Fab style transfer case allowed with single speed gearbox. Stock manual transmission with Quick change style transfer case, no internal modifications and only one useable forward gear is allowed.
 12. Heavy duty clutches, stall converters and shift kits allowed.
 13. Weights may be mounted to front of truck, but cannot exceed 60 inches from centerline of front axle. Weights must be secured during pull. Fuel tanks and battery may be mounted on the weight bar.
 14. Hitch must be rigid in all directions at all times. A hitch angle of 0 to 30 degrees maximum is allowed with no leeway. This will be measured from hook point to hitch attachment point on the frame. Draw bar length, measured from center of rear axle to hook point, will be a minimum of 27% of truck wheelbase. Steel hitching device will be no more than 1 1/8 inch thick, no less than 3/4 inch thick. Hitch height is not to exceed 26 inches.

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It must be visible, clear hook mounted in horizontal alignment. All hitches will have only one adjustable supporting point and it must be located no more than 6 inches from hook point. That supporting point, if mounted to frame, must be vertical if the attachment is from above or below. If attachment is to the rear end, it must be at or below the center point of axle.

15. All trucks must have centerline tab welded on rear-end housing (representing center of axle and to be approved by tech committee) to allow hitch length to be measured when hitch height is checked.

PRO-STREET DIESEL RULES:

All Badger Truck Pullers General and Safety Rules apply unless noted.

Designations: (BFW) 2.5 Turbo Ballast Front Hanging Weight

(NHW) No Front Hanging Ballast Weight

Class Weight: (BFW) 8000 lbs.

(NHW) 8000 lbs. 26 inch hitch height

8500 lbs. 24 inch hitch height

(BFW) Ballast weight permitted. Front hanging weights are allowed and may not exceed 60 inches forward from the center line of the front axle. This will be measured from center of the front wheels to end weight assembly. Ballast weights are allowed in bed of truck. All weights must be securely fastened to the truck.

(NHW) Ballast weights permitted. No weights can be added to front of truck past the firewall. All weights must be secured fastened to the truck.

1. **Body:** The body must be the OEM truck body, including the full floor in bed. The body must retain full sheet 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 OEM floor pan is mandatory.
2. **Interior** (NHW) 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 operative.
3. **Street Equipment:** (NHW) Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.
4. **Brakes:** (NHW) Four wheel hydraulic functional brakes are mandatory. (BFW) Is allowed drive line break in rear.
5. **Chassis:** The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the OEM chassis. Wheel tubs, back-half conversions, tube chassis etc. are prohibited.

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6. **Cooling System:** (NHW) Radiators must be in the stock location and be of at least stock size.
7. **Driveline:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.
8. **Drive Shaft Shields:** All trucks must have at least six 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. Any front shaft u-joints that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.
9. **Engine:** (BFW) The engine is limited to a stock-appearing. Engine can be interchanged between Dodge, Ford, and GM as long as they came in a 1 ton or less from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. After market intake manifolds are allowed. No hard filled blocks. Blocks must circulate coolant freely. (NHW) Engines cannot be interchanged between brands of trucks.
10. **Exhaust:** All trucks must be equipped to direct exhaust upward. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern with 1 inch of each other. The bolts should be placed within 12 inches of the turbo.
11. **Fuel:** The fuel must be pump #1 / # 2 diesel, Soy/Biodiesel fuel. No propane or Nitrous Oxide permitted or any other oxygen enhancers. All systems must be removed from the truck.
12. **Fuel Tank:** Racing fuel cells are permitted in truck bed or factory locations. It is recommended fuel tank be guarded if placed in stock location.
13. **Hand Throttle:** (BFW) Hand throttle is permitted.
14. **Fuel Injection:** (BFW) Maximum of one P7100 pump limited to one plunger per cylinder. Dual high pressure common rail fuel pumps or HPOPs allowed.
15. **Hitch:** (BFW) Hook point must be no closer than 44 inches of centerline of rear axle, hitch height maximum of 24 inches, with a minimum of a 3.75" x 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted centerline or rear axle or behind. Hitch must not exceed a maximum of 25 degrees angle from pivot point to hook point. Reese style hitch permitted. (NHW) The hitch must be a receiver-style, reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle or to the axle housing itself. "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. **The hitch must be horizontal to the ground and stationary in all directions.** Bumpers maybe notched or removed. Hook point must have 3.75" x 3.0" minimum opening.
 - Hitch height: 24 inches on trucks over 8000 lbs. Max weight 8500 lbs.
 - 26 inches on trucks weighing 8000 lbs.
 - 30 inches on two-wheel drive trucks weighing 8500 lbs.
16. **Rear Axle:** Non-OEM rear-end housings are prohibited. Axle must be from a one ton or smaller pickup. Rear axle bolts must be covered with a cap or shield.
17. **Steering:** (BFW) Electric/hydraulic. Hydraulic/hydraulic or OEM steering permitted. (NHW) The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

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18. **Front Suspension:** The upper mounting point of strut assemblies must be in the factory location. The lower control arm maybe strengthened, provided factory mounting points to chassis are maintained. Strut tower braces, lower tie bars, sway bars and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.
19. **Rear Suspension:** (BFW) Solid rear suspension permitted. No air bags or air shocks. (NHW) 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. Vertical suspension stop is permitted and maybe attached the frame only. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. Air bags are prohibited. Solid rear suspension is prohibited.
20. **Tires:** The tires must be DOT street tires. Cut tires are prohibited. 35 x 12.5 max tire size. Factory dually trucks are allowed, but must be stock size for that year and model. No bolt on duals allowed. 2wd drive exempt.
21. **Transfer Case:** Non OEM transfer cases are prohibited. The transfer case must have been an option on a one ton or smaller pickup truck.
22. **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. All transmission lines must be metallic or high pressure type hose. All vehicles using an automatic transmission must by equipped with a blanket-type shield. It must be appropriately as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of transmission main body, 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 SFI Spec 29.1.
23. **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. All manual transmission 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 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.
24. **Turbocharger:** (BFW) T4 mounting flange is the largest allowed. Turbos must be a true 2.5 charger. No clipped wheels or step down covers. Billet compressor wheels are allowed. A single .200 inch MWE groove is the maximum allowed. It must be in the neck of the inducer bore behind face of the wheel in the measured 2.5 inch area. Forward facing MWE grooves are not allowed. Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and the .200 inch MWE groove. The bore must be 2.500 inch on both sides of the .200 inch wide MWE groove. The wheel must protrude into the 2.5 bore 1/8 inch. Turbo will be checked with a 2.550 inch plug or internal calipers. The 6.4 Power Stroke engine may utilize the factory twin turbo configuration with factory cast wheels. The driver will be responsible for making turbo accessible for tech personnel to measure and inspect.
In general:

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- a) 2.5 inch bore (measured with a 2.550 inch plug) before and after the MWE or 2.6 smooth bore.
- b) All air must enter the 2.5 inch bore and/or the .200 inch MWE.
- c) Wheel must protrude 1/8 inch into the 2.5 inch bore.
- d) MWE must be a factory style, perpendicular to the turbo shaft entry into the 2.5 inch bore portion of the charger. (2015)

(NHW) Factory turbochargers, or any aftermarket turbochargers in a single or sequential configuration allow. All turbochargers and piping must fit under the hood of the truck and may not extend outside of the factory body line.

- 25. **Water Injection:** Water injection is prohibited. All system components must be removed from the truck.
- 26. **Air to Air Coolers:** Factory style or aftermarket air-to-air coolers allowed only. No types of water to air coolers, no use of ice, water cooled gas/vapor or spray bars allowed.
- 27. **Wheel Base:** The vehicle must retain the original factory wheel base a track width. Maximum of 1 ton truck chassis only allowed.
- 28. **Safety Kill Switch:** Safety switch will be securely mounted to the back of the vehicle and have a two inch diameter ring to attach to the sled. Electronic or air shut off permitted.