

# 2021 NTPA Pulling Rules Addendum

The following document is a supplement to the 2020 edition of the *NTPA Pulling Rules*.

Rules contained herein or in the 2020 *Pulling Rules* shall be in force for contests sanctioned by the National Tractor Pullers Association in 2021.

Where noted, rules contained in the Addendum shall supersede rules contained in the 2020 edition.

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(All Terms Extended to Listed Expiration by 2020 WPI Executive Board Action)

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**WARRANTY DISCLAIMER**

The rules promulgated in the 2020 *Pulling Rules* and/or in this 2021 Addendum are intended to regulate the sport of tractor and truck pulling, and the rules relating to the safety of equipment are the responsibility of each driver who participates in the sport of tractor and truck pulling under these rules. No expressed or implied warranty of safety is intended nor may be inferred from the publication of these rules, nor the compliance therewith. Nothing herein should be construed as a guarantee against injury or death to participants, bystanders or spectators.

Specifications and rules set forth in the *Pulling Rules* are based upon the recommendations of competing members, crewmen and other participants in the sport of tractor and truck pulling. All participants in an NTPA- (or member state association) sanctioned event must assume all liability for any damage or loss caused by or from their equipment and the use thereof.

The NTPA specifically states that it has not tested any equipment or use of equipment that it refers to in the *Pulling Rules* and makes no warranties either specific or implied with regard to or any use thereof. The user must look to the manufacturer with regard to said warranties.

**General Rules (2020 *Pulling Rules*, page 23; effective beginning 2020 season):**

Rule 4 now reads:

4. The following rule will apply to all divisions that use solid driveline shields over 16 inches in length:

- *Note:* this also applies to Mini Rod division and the intermediate shaft on FWD.

All driveline shield components must be tethered on each end by two opposing restraints. Tethers must attach at 180 degrees of each other and a minimum of 3" and a maximum of 6" from each end of each driveline shield component.

Tether to be constructed of a minimum of 2" wide by 1/8" thick nylon or polyester strap. One end of tether must attach to one side of the chassis, then go around the driveline shield, then attach to the other side of the chassis. Tether must be attached to chassis by a minimum of one 3/8" grade 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself.

- *Note:* FWD drivelines that use driveshaft hoops must use same tether configuration to be attached to main or common hoop holder between chassis and hoop assembly.

**Pro Stock Diesel 4x4 3.6 (2020 *Pulling Rules*, page 71; effective beginning 2020 season):**

Revise rule C.1 to allow billet blocks and heads. Delete the last two lines and change to (Engine must be OEM replacement of its replica. A replica to be considered must retain stock bore spacing and operate with the stock crankshaft for the model without alterations for chassis mounting.) and delete rule C .2

**All Turbocharged Divisions (effective beginning 2020 season):**

Titanium compressor or exhaust wheels are not allowed in any/all NTPA classes that use turbos at all levels of competition.

**Heavy Pro Stock Tractors (effective beginning 2020 season):**

- Exhaust limited to 6-inch diameter exhaust to be measured at the face of the wheel.
- Exhaust wheel must protrude into the 6-inch bore by 0.125" minimum.
- All exhaust must exit the 6-inch bore.

**Attention NTPA Competitors:** WPI/NTPA acknowledges and recommends that our competitors honor all state and local mask requirements when at NTPA-sanctioned events.

**Heavy Super Stock Diesel GN/SN (effective beginning 2021 season):**

Limited to a maximum 540 cu.in. for all turbocharger configurations.

**Open Super Stock (effective beginning 2021 season):**

The following rules have been added to current rules.

- a. Maximum 650 cu.in.
- b. Inline or V configuration engines only.
- c. OEM block or aftermarket replica must be from an agricultural machine application.
- d. Engine brand not required to match brand of sheet metal used.

**Light Limited Super Stock (effective beginning 2021 season):**

Adopted as an NTPA sanctioned class for regional national competition.

All OEM chassis Pro Stock rules, including shielding, safety and SFI requirements, apply to this class plus the following rules:

**Weight**

- Tractor weight will be 6,250 lbs.

**Engine**

1. Engine must match brand of tractor. Engine crankcase, block, and cylinder head must be of same manufacturer or factory replacement and can be used in any agricultural transmission and rear end that used that brand of engine or through its company mergers used that brand of engine.
2. Must be OEM engine block, no Billet steel or aluminum blocks.
3. Rear of engine must be in stock location for make and model of rear end and transmission housing, with a maximum tolerance of a 1" adapter plate.
4. No V-8 Engines permitted.
5. No Overhead cams allowed.
6. Maximum allowed "P" pump. Only one plunger per cylinder allowed.
7. No electronically controlled fuel system allowed.
8. No secondary source of fuel (liquid or gas) or oxygen enhancer allowed.
9. Water injection allowed.
10. Computer can only be used for data acquisition, may not be able to control engine timing, or fuel delivery. No traction control.
11. Maximum of 315 cubic inches for twin turbocharged diesel engines with Intercoolers. (Turbo(s) must be staged.) This engine combination can run a maximum of two (2) 3 x 4 smooth bore turbo(s). No MAF enhancement.
12. Maximum of 360 cubic inches for twin turbocharged diesel engines and no intercooler or after cooler allowed. (Turbo(s) must be staged.) This engine combination can run a maximum of two (2) 3 x 4 smooth bore turbo(s). No MAF enhancement.
13. Maximum of 410 cubic inches for single turbocharged diesel engines. Intercoolers allowed. This engine combination can run a maximum of one (1) 3 x 4 turbo with MAF enhancement. 0.200 MAF enhancements. No forward-facing MAF.
14. Maximum of 470 cubic inches for single turbocharged diesel engines. No intercoolers allowed. (The 478 cu. in. Hercules engine will be legal to run in its factory combination 0% variance on CID.) This engine combination can run a maximum of one (1) 3.4 x 4 smooth bore turbo.
15. Alcohol Engine maximum of 370 cubic inches for single turbo charged alcohol engines. No intercoolers allowed. This engine combination can run a maximum of one (1) smooth bore 3 x 4 turbo.

*(LLSS rules continue on next page)*

### Turbo Restrictions

16. Diesel engines that will be allowed to run a 3.4 x 4 smooth bore turbo, the compressor wheel must protrude into the housing 1/8" and the compressor wheel must measure no larger than 3.400" at the face of the wheel.
17. No superchargers allowed.

### Cylinder Heads

1. One spark plug per cylinder ONLY.
2. Maximum of 2 valves per cylinder. Valves must maintain the factory angle, lateral movement of valves only. Valves must seat in the bottom of the OEM head on all 6-cylinder engines.
3. OEM cylinder head for that brand and model engine. No billet or re-cast cylinder heads allowed.
4. Maximum of one (1) deck plate will be permitted between the top of the block and the bottom of the cylinder head, with a maximum thickness of 1-1/8".

### Chassis

1. Maximum length 13 feet measured from center of rear axle to forward most point, excluding tow hook. Maximum wheelbase 114".
2. No type of front end suspension allowed, swivel axle front ends will be accepted.
3. All housings must stay in place, bolted rigid in all other chassis.
4. Auxiliary transmission will be permitted.

### Tires

- Maximum tire size 30.5 x 32, Minimum tire size 24.5 x 32.

(End LLSS rules)

### General Rules

- Safety – Turbochargers – all divisions
  - a. Intake Compressor Wheels – No turbocharger compressor wheel(s) may be visible through hood or side shield on either side of vehicle. Any visible inlet compressor opening must face forward.
  - b. Exhaust Turbine Outlet – 2 bolts, minimum 1/2" diameter, grade 5 only, must be installed in a cross pattern as close to turbine exhaust wheel as possible.
  - c. Turbocharger Containment (rule clarification as of 1/7/2021)
    - *Note: This rule only applies to turbocharger(s) with larger than 3" diameter inlet*
    - i. Diesel Engines:
      - Any single turbocharger or the turbocharger mounted directly to exhaust manifold on a multi turbo setup must have a Kevlar lined containment device (bag or blanket) that completely encloses the intake compressor housing. Bag or blanket used must be commercially available from a NTPA approved manufacturer.
        - *Note: Containment device cannot be homemade.*
    - ii. Alcohol Engines:
      - Any single turbo or the top turbocharger(s) on a multi-turbo setup must have a minimum of 1/8" cable wrapped around turbo. Cable must be wrapped at least two revolutions capturing both turbocharger housings. Cable must be clamped by a minimum of two clamps at splice or metal collars around intake housing with attaching 1/8" cables to exhaust housing. Turbocharger containment device (bag or blanket) is an acceptable option in place of cable if applied as required under diesel engine turbo blanket or bag rules.