

## 8200# 2.5 Diesel Pickups

### **STREET LEGAL DIESEL:**

The Street Legal Diesel Class is designed for full-bodied 1 ton or less pulling trucks. The pulling vehicle will have a maximum weight of 8200lbs. Trucks may enter into only one class per event. Pulling order will be determined by random draw.

### **DRIVERS:**

Must be 16 years of age and have a valid driver's license. Drivers shall not be under the influence of drugs or alcohol, and must drive their trucks in a safe manner at all times when at the pull. Driver must wear; fire suit, helmet, head sock, shoes and neck brace.

### **BALLAST:**

Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Ballast must be removable by hand in the pit area if needed. **Weight boxes are allowed.**

### **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 an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory.

### **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. No cab & chassis frames allowed.

### **COOLING SYSTEM:**

Radiators must be in the vicinity of the stock location and be of at least stock size.

### **DRIVELINE:**

An OEM transmission and transfer case is mandatory. They must have been an option on a one-ton or smaller pickup. **Specific driveline safety shielding, each drive shaft will have a minimum of 2 loops. If the vehicle has a shaft between transmission and transfer case no longer**

than 24 inches, then one loop properly centered will suffice. Loop material shall be made of ¼ inch steel, or 3/8 inch aluminum, no less than one inch wide and securely fastened. Loop location to be no closer than 6 inches or no further than 12 inches from each end of U-joint loop. U-joints must be enclosed by a 360° shield of ¼ inch min. steel or ¼ inch aluminum with a steel liner or 3/8 inch min. aluminum at least 6-inches long, mounted in such a way that the U-joint cannot be seen from side, top or bottom. Must use grade 5 minimum 3/8" bolts to attach all driveline safety shields. If shields are 2 pieces, the tabs will be spaced no further apart than 6 inches, between bolts.

**DRIVER RESTRAINT SYSTEM:**

The OEM restraint system is mandatory and must be worn during competition

**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.

**ENGINE:**

The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Blocks must circulate coolant freely. Water pumps must be present, but may be powered electrically. The use of concrete or other block fillers is prohibited. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine or 'V' belt. Electric fans are permitted. Aftermarket radiator assemblies are permitted, but must be securely mounted in the same general area as the OEM unit. **Hand Throttles are allowed.**

**EXHAUST:**

All vehicles must be equipped to direct exhaust upward. Two 3/8 inch 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 is practical. Exhaust must exit behind the cab, hood stacks are prohibited.

**FIRE EXTINGUISHER SYSTEM:**

A fire extinguisher system is permitted. It must be securely mounted.

**FUEL:**

The fuel must be pump #1 or #2 diesel or Soy/Bio-diesel. Fuel must be commercially available. A fuel cell may be used in place of the factory fuel tank, but must be mounted in factory location or securely mounted in bed.

**FUEL INJECTION PUMP:**

The fuel injection pump is limited to cylinder number specific (example: 6 cylinder pump on a 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOPs are permitted. P pumps that are allowed are the p3000 and the p7100. Ag governors are allowed. No Sigma or 12 cylinder pumps allowed.

**HARMONIC BALANCER:**

All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. It is up to the driver to prove.

**HITCH:**

The hitch can be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. Trick hitches are prohibited. The hooking point must be at least 44" from the centerline of the rear axle, and the rear-most point on the vehicle. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches on 4wd units and 30 inches on 2wd units. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.

Must be below the top of the frame rails. Pulling point must be no further forward than centerline of the rear axle. Maximum distance to top of hitch at hook point will be 26 inches. Hitch must be rigid in all directions with no more than ¼ inch play. **IF** rear hitch supports run to rear axle, it must be attached on backside at centerline or below. No cables or chains allowed. Drawbar must be equipped with steel hitch no less than one inch thick with an opening of 3W"x 3-5/8" - 3-3/4"L and so that the Sled Hook will drop in and swing front to back without contacting any other metal. Hitch needs front catch tab. Refer to current hitch drawing. Drawbar distance cannot change during the pull. (See Turbo rule to determine the appropriate hitch height.)

**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 is prohibited.

**NITROUS OXIDE:**

Nitrous oxide is prohibited. No other oxygen extenders are allowed. All of the major components must be removed from the truck.

**PROPANE:**

Propane is prohibited. All of the major components must be removed from the truck.

**REAR END:**

Non-OEM rear-end housings are prohibited. The rear end must have been an option on a one-ton or smaller pickup. 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 steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

**STREET EQUIPMENT:**

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.

**SUSPENSION, FRONT:**

The factory suspension 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 bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. The final decision rests with the TTPA Technical Department.

**SUSPENSION, REAR:**

An OEM-style suspension is mandatory. Traction bars and devices are permitted. Welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension may be bolted solid to eliminate travel. Air bags are prohibited. (Troy Kosiba will be allowed to be welded.)

**TIRES:**

The tires must be DOT street tires. Cut tires are prohibited. Maximum size per sidewall is 35" or 315/xx/xx. Maximum size per width 12.50". No dually pickups allowed as a TTPA Member. Tires must track within 3" per side total tread. (Over all width front to rear within 6".)

**TOW VEHICLES:**

Tow vehicles are prohibited.

**TRANSFER CASE:**

Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup truck.

**TRANSMISSION, AUTOMATIC:**

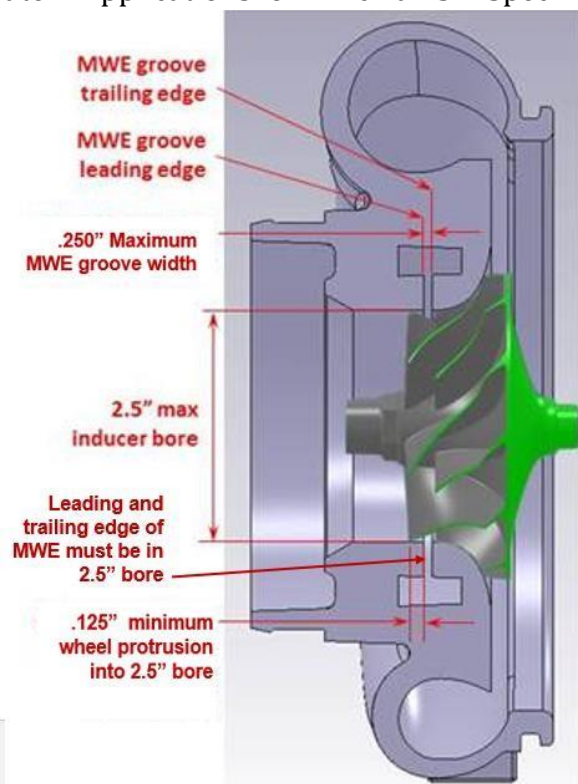
Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. 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 transmission a 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 Spec 4.1 and it must extend from the rear of the block to the front of tail housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4 inch by 1/8 inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI Spec 4.1.

**TRANSMISSION, MANUAL:**

No cast iron flywheels. 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.

**TURBOCHARGER:**

**All turbos must be a T-4 Foot.** T-4 mounting flange is the largest allowed. Must be a true T-4 exhaust housing, no welded flanges. Turbos must be a true 2.5 charger. No clipped wheels or step down covers. Billet



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compressor wheels are allowed. A single .250" MWE groove maximum allowed. It must be in the neck of inducer bore behind face of the wheel in 2.5 area, no forward facing MWE groove. Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and the MWE groove. No additional features or structures are permitted in the slot that would prevent passage of a .250" ball. The 2.5" bore will be both before and after the leading and trailing edge of the MWE groove. Where the groove intersects the inducer bore, no radiusing or contouring is allowed; only sharp corners with minimal chamfers / edge rounding is legal. The wheel must protrude into the 2.5 bore 1/8". Turbo will be checked with a 2.550 plug or internal calipers. The 6.4 Power Stroke engine may utilize the factory twin turbo configuration. The driver will be responsible for making turbo accessible for tech personnel to measure and inspect. If you have any questions regarding the turbo rule contact your class rep or tech person. The measurement is 2.550 inlet (ahead of groove) & 2.570 backside (wheel side of groove).

<u>Turbo</u>	<u>Hitch Height</u>
2.605	24" (must be T-4 Foot Print) Smooth Bore
2.550	26" (must be T-4 Foot Print) MWE
2.570	24" (must be T-4 Foot Print) MWE
68mm	26" (Stock Appearing Factory Foot Print) MWE
After 5 <sup>th</sup> hook the hitch height can be discussed for fair play.	

#### **WATER INJECTION:**

Water injection is prohibited. All system components must be removed from the truck.

#### **WHEELBASE:**

The vehicle must retain the original unaltered factory wheelbase and track width.

#### **SHUT OFFS:**

A kill switch or air shut off is required on all trucks. Kill switch or shut off will be checked when going across scales at every pull.

#### **INTERCOOLERS:**

Factory style or aftermarket air to air replacement only in stock location. Any means of cooling the air before the engine, except the air to air cooler is prohibited. NO USE OF ICE OR WATER OR COOLED GAS/VAPOR. Water to air coolers are prohibited, unless a factory 6.7 Power Stroke radiator, water pump, intercooler and radiator are used and must flow coolant. No additional means of external cooling can be added.

**Note:** All FWD Pickups must use wheels no more than 6 inches off the ground, within 6 inches of the forward most part of the vehicle. Wheels must be a minimum of 6 inches in diameter by 4 inches wide or 4 inches in diameter by 6 inches wide. Wheels must support

the weight of the vehicle. Wheels must be raised or removed for the purpose of ground clearance when vehicle is not on competition track. Wheels must be at least 3 feet apart.

**Note:** All TTPA General & Safety Rules Apply.

**All Rules in place for 2 years post 2020 Pulling Season.**

Revisions ~

Added ~ 2/22/14 ~ Dual fuel pumps allowed, Added ~ 2/22/14 ~ No dually pickups allowed, except locals,  
 Added ~ 3/15/14 ~ Turbos must be teched & sealed, Added ~ 3/15/14 ~ Note: Class jumping for 1 year, All Rules 1 year post 2014 Pulling Season, Rev. 02/22/2013 ~ Added T4  
 Revised ~ 02/21/2015 ~ Added the Fuel Rule, Fuel Injection Rule & Turbo Rule & Deleted No Class Jumping. Added .250" MWE grove & 2.6 bushing within .050" of the wheel stock appearing housing charger for one year. Rules for 2 years, Turbo for 1 year Post 2015 Turbo & 2016 Rules.  
 Added ~ 11/11/2015 Class Approved ~ Changed from 8500# to 8200# ~ Rear Suspension ~ Troy K will be allowed to be welded. Turbo Charger ~ Deleted ~ A 2.6 bushing is allowed in stock wheel for 2015 Season. 01/30/2016 Board Approved 1<sup>st</sup> Reading ~ 03/19/2016 ~ Board Approved 2<sup>nd</sup> Reading.  
 Class approved Rules ~ 05/21/2016 ~ No Cab & Chassis Rule. Tires must track within 3" per side.  
 Revised ~ 10/22/2016 ~ Added ~ Air bags are prohibited, Added ~ Max tire width 12.50", Deleted ~ Locals allowed dually wheel pickups as non-members, Added ~ Must be true T-4, No welding, No additional features or structures are permitted in the slot, Deleted ~ Dual wheels are permitted, Added ~ Intercooler Rule, All rules for 2 years post 2018.  
 Class Approved ~ 10/22/2016, Board Approved ~ 10/22/2016 ~ 1<sup>st</sup> Reading & 02/11/2017 ~ 2<sup>nd</sup> Reading for 2 years.  
 Revised 04/28/2018 ~ 2.550 inlet (ahead of groove) & 2.570 backside wheel side of groove)

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