



2017 – 2.5 Diesel Truck Rules

The 2.5 Diesel class is designed full bodied, street legal, four wheel drive pickup trucks.

Weight: 8000 lb

Ballast: Ballast is permitted. Front hanging weight is permitted. Weight bracket MUST be removable. Nothing other than ballast and a cover is allowed in weight box or bracket. No weights permitted in the cab of truck. Ballast may be no more than 60 inches forward of the centerline of the front axle. All ballast must be secure. Immediate disqualification if ballast is lost on the track

Batteries: The Batteries must be securely mounted. No batteries in cab. No batteries located farther forward than the factory location.

Body: The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass hoods must be shielded on the underneath side with sheet metal or aluminum skin a minimum of .060 thick. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial aftermarket bed must be installed. No cutting or gutting of body is allowed.

Brakes: Four wheel hydraulic brakes are mandatory and functional. Must be OEM or of OEM size and style.

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. Frame must be factory length.

Cooling System: Radiators must be in stock location and be of at least stock size

Compressed Gases: Use of any compressed gases is prohibited. (No Nitrous, propane or any other)

Driveline: An OEM transmission, transfer case and axles are mandatory. They must have been an option on a one ton or smaller pickup.

Drive Shaft Loops: Any U joint that is visible from the side of the truck must be shielded to contain the U-joint 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.

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Engine: The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic Inch limit of 444 CI. Blocks must circulate coolant freely. No hard filled blocks. Water pumps may be electric or factory. All factory belt driven accessories, excluding the air conditioner compressor must be retained and powered via the crankshaft by a standard serpentine or v belts. Electric cooling fans are permitted.

Exhaust: All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender wells are prohibited. If the muffler or catalytic converter have been changed from stock, two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as practical. **This will be teched.** Bolt heads welded to the pipe, or sheet metal screws to mimic bolts will be grounds for disqualification.

Fire Extinguisher System: A fire extinguisher system is encouraged, it must be securely mounted. All vehicles are recommended to have at least a 2 ½ lb extinguisher with working gauge securely mounted within drivers reach.

Fuel: The fuel must be pump #1, #2 diesel, or Soy/Biodiesel. Must be commercially available fuel. Fuel cells may be used in place of regular fuel tank and must be in factory location or inside the bed. All fuel must meet the PPL fuel rule specs.

Fuel Injection Pump: The fuel injection pump is limited to cylinder number specific (I.E. 6 cylinder pump on 6 cylinder motor). 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 allowed. No Sigma or 12 cylinder pumps allowed.

Harmonic Balancer: All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

Hitch: The hitch must be a reese style reveicer hitch. The hitch must be non moveable, reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle. 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. All hitch components must be below the top of the factory frame rail. Bumper may be notched or removed. If bumper is removed the use of sled stops is mandatory. Sled stops are recommended for all trucks. The hitch's height from the ground may not exceed 24 inches. The hooking point must have a minimum of 3 inch by 3 ¾ inch inside opening for the sled hook. The hooking point must be a minimum of 44 inches from the center of the rear axle to the hooking point. The hooking point will be measured where the hook touches metal. **Trick hitches are prohibited. Trick hitches will be determined by the Tech Official.**

Intercoolers: Only air to air intercoolers are allowed. No types of water to air coolers, no spray bars or water injection allowed. No individual runner intakes manifolds allowed. (Example ZZ custom fab or Wagler). 6.7 powerstrokes may retain the factory water to air intercooler but are not allowed to use any coolant other than the factory system routing.

Interior: A complete interior, including dashboard, door panels, headliner, etc. is mandatory. Aftermarket seats are permitted but must be fully upholstered and cushioned. Must have two matching front seats. Rear seat may be removed. All factory controls, lights, windows, signals, wipers, etc, must be retained and in working order. The uses of hand throttles are prohibited. After market gauges are allowed.

Kill Switches: All trucks are required to have kill switch located on the back of the truck, located near the hooking point. On trucks with an electric injection fuel pumps it must have an electric shut off or disconnect for the injection pump on the back of the truck. For trucks with manual injection pumps they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shut off on all trucks.

Rear End: Non OEM rear-end housings are prohibited. The rear end housings must have been an option for a one ton or smaller pickup pick up. Rear axle bolts must be covered by a cap or shield.

Safety Equipment: All drivers are recommended to wear a helmet, and a SFI 3.2a approved fire jacket and long pants, not necessarily fire suit pants.

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.

Street Equipment: Complete headlight and taillights assemblies (all) are mandatory, must be operative and must be installed during competition. Complete OEM windshield and all other windows are mandatory. Windows must be able to operate per factory specifications. They must open and close by factory electric or mechanical means.

Suspension - Front: The factory suspension configuration must be retained. The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory mounting points are maintained. The lower mounting point for the strut assembly may be modified for improved caster and camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars 4 link, 3 link devices are permitted. Air shocks and air bags are prohibited. Final decisions rest with the Tech Department.

Suspension - Rear: An OEM style suspension is mandatory. Traction bars and devices are permitted, they must be bolted on only. Welds are permitted for attachment of brackets to the frame or axle housing. Traction bars if installed must have a chain or cable or some type of safety device mounted one (1) foot from the front support to catch the bar in case of failure. All OEM suspension mounting points and shock absorbers must be retained and used. Sway bars, limit straps, and camber kits are permitted. The rear suspension may be solid with a removable block. Air bag spring assist and air shocks is prohibited. Must have a minimum of 3 rear leaf springs in functioning leaf pack. Rear axle location cannot be moved or altered from original centerline. All suspension modifications must be removable by bolts or pins.

Wheels and tires: The wheels and tires must be DOT approved. 35/12.5" inch max. Single rear wheels only. Cut tires are prohibited. No chains or studs.

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 shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. 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 Spec 4.1 and it must extend from the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All non-blanket shields must incorporate two,(or one per manufactures instruction) ¾ 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. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

Transmission - Manual: Non - OEM transmissions are prohibited. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all 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 blankets that completely cover the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.

Turbocharger: Maximum aftermarket turbo frame S-400, GT 42, HX 50. T-4 mounting flange is the largest allowed. No T-4 to T-6 adapters allowed. Turbo must be a true 2.5 charger with factory 2.5 cover. No clipped wheels or step down covers. Billet compressor wheels are allowed. MWE grooves are allowed if turbo was equipped with one from factory. A single .200 inch MWE groove maximum allowed. MWE groove must be in factory location. No forward facing MWE Groove. MWE groove air must enter through the side of the bore where bore still measures 2.5". Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and the MWE groove. The wheel must protrude into the 2.5 bore 1/8 inch. 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. **All stock appearing turbos or "workstock" legal turbos are allowed to run. If larger than 2.5" they must have a bushing installed in the factory cover to meet 2.5" inducer and the wheel must protrude in the bushing 1/8".** The driver will be responsible for making turbo accessible for tech personnel to measure and inspect. If you have any questions regarding turbo rule contact UPA tech officials. All decisions made by tech will be final.

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

Wheelbase: The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inches center to center of axles. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. All general safety rules apply.

All trucks running "workstock" class or coming in new will be allowed to run two grace hooks before fully complying with the rules. This is up to the tech official as to what is reasonable to allow while maintaining safety. (Example: If you have duals we will ask you to remove them to pull. Hitches need to be adjusted to correct height or as close as the hitch will allow, no compound turbos, etc.). As long as the truck reasonably fits the majority of the rules and makes a good effort to match the class, they will be allowed to pull under the grace hook rule.

Membership dues are \$80 for the vehicle and \$40 per driver. At the first event, before hooking, you will be required to pay membership dues. There will be a \$25 late fee per member if paid after first pull. Non-member pullers with a legal vehicle will be allowed to purchase a 1-day membership for a fee of \$25, per event, per vehicle with a limit of 2 events. 1-day members will not be eligible for points. Points will not be started until full membership is paid.