ARTICLE 284 B FFSA
SPECIFIC REGULATIONS FOR CROSS-COUNTRY CARS PROTOTYPES T2B

THE SPECIFIC REGULATION FOR GROUP T2B+

IS DESCRIBED BY THE ARTICLE 11

INTERPRETATION

In case of any doubt or dispute concerning its interpretation, the French text shall be considered as the official text.

ARTICLE 1. DEFINITION

Mechanically propelled single-engine land vehicles with 4 wheels, propelled by their own means, taking continually a real bearing on the ground and of which the propelling device and steering are controlled by a driver on board the vehicle;
These cars must comply with the International Convention on Road Traffic.

Automobile Make: An "automobile make "corresponds to a complete car.
When the car manufacturer fits an engine that it does not the manufacture, *(only for T2B+, see article 11.3)* the car will be considered as "hybrid". The name of the car will be the car manufacturer associated with the name of the engine manufacturer.
The name of the car manufacturer must always precede the engine manufacturer.

ARTICLE 2. OBLIGATIONS

2.1. The car must come from a series cross country car or SUV car with 4 wheels drive (see article 3.1)

2.2. Group T2B cars must comply with the present regulations as well as the general prescriptions and the safety equipment defined in Articles 282 and 283 respectively.

2.3 Fuel tank : See article 283.14

ARTICLE 3. BODYWORK

3.1. REFERENCE CAR
Shape, line, proportion :
The entered model must come from a 4x4 marketed, described in the « Swiss car review » on the Cross Country chapter, which will be considered as the reference car. Moreover, any car entered in this group must have a FFSA agreement concerning the reference model used.

3.2 EXTERIOR
3.2.1 Bodywork – Chassis
With the exception of the unibody and/or the chassis/shell which will be of origin and not modified, the material used for all bodywork elements is free provided that is a hard and no-transparent material and preserve the appearance of the reference car, with the exception of front and rear bumpers ***whose the shape will be free.***
A original bumper made of plastic material on the reference car could be replaced by a bumper manufactured with resin or Kevlar, but not by a steel bumper, contrary to this a steel bumper could be replaced by plastic, resin or Kevlar bumper. Compared to original parts, a thickness tolerance (1mm max.) is allowed on bumpers manufactured with plastic, resin or Kevlar. For original pick-up cars without rear bulkhead, a rear bonnet with free shape intended to close the car could be added, without any other modification on the existing body that those necessary to fix the bonnet on the body. Any project must be submitted to the approval of the technical delegate before the manufacture.
Cow-catcher are forbidden, foot-steps can be removed. Projected openings for cooling the power unit can be carried out on the bodywork, provided that not exceed a maximum height of 50mm. All

parts of the bodywork must be carefully and fully finished, with no temporary or makeshift parts and no sharp corners. No part of the bodywork may present sharp edges or points. The minimum radius of the angles or corners cannot be lower than 15mm.
Sun roofs are forbidden, if existing they must be definitively closed by a neat work. Glass panoramic roof must be replaced by a metal sheet with same thickness than the bodywork (fixed by welding only).
All parts of the bodywork must be secured rigidly to the completely sprung part of the car (chassis/bodywork), must not have any degree of freedom, must be securely fixed and must remain immobile in relation to this part when the car is in motion.
No technical passport T2B will be established from 1st January 2015 for any car transformed to " Pick-up ". However, cars having a technical passport prior to this date will be able to continue to run with this configuration in T2B. (Reference: Technical Passport).
Any new passport for a car transformed like that from 1st January 2015 will be a passport T2B+ (subject to be in conformity with article 284B 11)

3.2.2 The fitting of underbody protections is recommended but only authorized provided that they are removable and which are designed exclusively and specifically in order to protect the following parts: engine, radiator, suspension, gearbox, tank, transmission, exhaust.

3.2.3 Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it.

3.2.4 Jacking points may be strengthened, moved, and increased in number.

3.2.5 Unused supports (e.g. spare wheel) situated on the chassis/bodywork can be removed, unless they are supports for mechanical parts which cannot be moved or removed.

3.2.6 Windscreen wipers: Motor, position, blades and mechanism are free but 2 windscreen wipers are mandatory for the windscreen.
The headlamp washer device may be dismounted.
The capacity of the windscreen washer tank is free and the tank may be moved inside the cockpit

3.2.7 Windscreen/windows: See article 283.11.

3.2.8 The front door hinges must not be modified.
The hinges and/or joins of the rear doors, the bonnet, boot lid and tailgate are free,

3.2.9 Additional safety fastenings for the windscreen and the side windows may be fitted.

3.2.10 Insulating material may be removed (wheel arches, under the car floor, engine compartment…..)

3.2.11 Reference parts
It must be possible to exchange at any time, the following parts by origin parts from the reference car.
- Windscreen.
- Front and rear doors
- Tailgate or rear door (except « pick up » or car transformed like this)
- Bonnet

3.3. PASSENGER SPACE

3.3.1 The bodywork must be designed to ensure the comfort and safety of the driver and possible co-drivers. No part of the bodywork may present sharp edges or points. No mechanical part may protrude into the interior of the cockpit. Any equipment that could involve a risk must be protected or insulated and must not be situated in the cockpit or in the luggage compartment if this one is not separated from the cockpit.

3.3.2 The following is allowed in particular:
- Additional measuring instruments, counters, etc. may be freely installed, provided that their fitting is not likely to create any danger.
- Circuit breakers and electrical controls are free.
- The mechanism of the handbrake is free.
- Rear seats can be removed, provided that a fireproof and liquid-proof bulkhead separates the cockpit from the engine compartment and/or the fuel tank.
- The Dashboard and the centre console are free.
- Carpets are free and may thus be removed.

- Soundproofing materials and trim may be removed.
- Door panels may be made from metal sheeting at least 0.5 mm thick, from carbon fibre at least 1 mm thick or from another solid and non-combustible material at least 2 mm thick.
- The removable rear shelf may be removed.

3.3.3 Air pipes may only pass through the cockpit if these are intended for the ventilation of the cockpit.

3.3.4 Steering wheel :
The steering wheel is free. It must be removable and include a quick release mechanism according the Article 283.20.
The anti-theft device may be removed..

3.3.5 Power steering may be removed.

3.3.6 Air-conditioning, Cruising speed controller
These systems can be freely removed.

3.3.7 The heating system can be removed, but an efficient demist system must be present.

3.3.8 It is permitted to replace electric winders with manual ones
In the case of cars with 4 or 5 doors, the lift mechanism for the rear windows may be replaced with a device that locks the rear windows in the closed position.

ARTICLE 4. WEIGHT

The following scale of weight is applicable.

Corrected cylinder capacity (in cm3)

Up to 1600	***1050 kg***
Over 1600 up to 2000	**1100 kg**
Over 2000 up to 2500	**1200 kg**
Over 2500 up to 3000	**1300 kg**
Over 3000 up to 3600	**1400 kg**
Over 3600 up to 4000	**1500 kg**
Over 4000 up to 4500	**1500 kg**
Over 4500 up to 5000	**1500 kg**
Over 5000 up to 5500	**1550 kg**
Over 5500 up to 6000	**1550 kg**
Over 6000 up to 6500	**1550 kg**
Over 6500 up to 7000	**1550 kg**

In rally the scale of weight above is increased +25kg with the mandatory spare wheel.
This is the weight of the car without fuel at any time during the event.
The cooling fluid of the engine, as well as the lubrication oil and the brake fluid must be at their normal levels. The other tanks for consumable liquids must be drained and the following elements must be removed from the car:
- occupants, their equipment and luggage.
The weight of the car may be completed by adding one or several ballasts provided that they are strong and unitary blocks, fixed by means of tools, capable of having seals affixed and of being placed on the floor of the cockpit, visible and sealed by the scrutineers.

ARTICLE 5. ENGINE

5.1 ENGINE TYPES

5 .1.1 Normally aspirated and supercharged engines with a cylinder capacity less than 2500 cm3.
Concerning the reference cars marketed and normally registered, whose the cylinder capacity do not exceed 2500cm3 (Normally aspirated or Supercharged), if the engine is changed, the new one must come from a car of same make than the reference car, provided that this one do not exceed ***2000cm3 for cars whose the original cylinder capacity is lower than 1500cm3 and 2500cm3***

for cars whose the original cylinder capacity is greater than 1500cm3.(supercharging coefficient included).
The engine must be positioned in the origin engine compartment and positioned like the reference car. The used engine type must be identical with the reference car (a normally aspirated engine must remain normally aspirated, a supercharged engine must remain supercharged, as well a diesel supercharged engine cannot be replaced by a petrol supercharged engine and conversely)

In case of supercharged engine, the compressor must remain identical to that of the engine used, as well as the number.

5.1.2 Normally aspirated and supercharged engines with a cylinder capacity greater than 2500 cm3.
Concerning the reference cars marketed and normally registered, whose the cylinder capacity exceed 2500cm3 (Normally aspirated or Supercharged), if the engine is changed, the new one must come from a car of same make than the reference car. The cylinder capacity of the engine used cannot exceed the cylinder capacity of the reference car more than 500cm3.
The engine must be positioned in the origin engine compartment and positioned like the reference car. The used engine type must be identical with the reference car (a normally aspirated engine must remain normally aspirated, a supercharged engine must remain supercharged, as well a diesel supercharged engine cannot be replaced by a petrol supercharged engine and conversely)

In case of supercharged engine, the compressor must remain identical to that of the engine used, as well as the number.

5.2 Modifications allowed
Provided that the origin parts may still be identified, it is allowed to remove matter. Dimensions of the openings in the cylinder head are free. It is permitted to close the unused apertures in the cylinder block and cylinder head, if the only purpose of this operation is that of closing.
A rebore of 0.6 mm maximum is allowed in relation to the original bore without this leading to the capacity class limit being exceeded.
The resleeving of the engine is allowed within the same conditions as for reboring, and the sleeve material may be modified.
The origin mechanical parts supplementing the block and the cylinder head as well as the ancillaries (water pumps, ...), pulleys, belts, and driving chains are free.

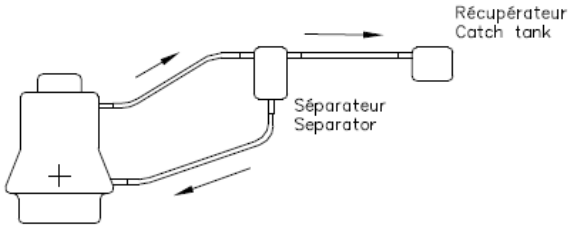
5.3 Supercharging pressure
The supercharging pressure is free. The connection between the housing and the waste-gate may be made adjustable if it is not originally so.
The original system of operation of the waste-gate may be modified and be rendered adjustable but this system must be retained.
A mechanical system must remain mechanical, an electrical system must remain electrical.

5.4 Engine supports
Engine supports are free, as well as the number, provided that having only the function of engine support. The supports can be welded on the engine or on the bodywork and their position are free.

5.5 Fuel and air feed
The original intake manifold from the engine used must be retained. The fuel pumps as well as the filters are free. The pipe between the air filter and the carburettor or the air-measuring device (injection) is free. Likewise, the pipe connecting the air-measuring device and the intake manifold or the supercharged system is free. The original heat exchangers and intercoolers must be retained or must come from a car of same make than the reference car.
The pipes between the supercharging device, the intercooler and the manifold are free (on condition that they remain in the engine bay), but their only function must be to channel
air and to join various parts together.
The accelerator cable and its cable sleeve stop are free.
In the case of air-water intercoolers, the pipes connecting the intercooler and its radiator are free, but their only function must be that of channelling water.
The air filter air and its box are free as well as the pipe connecting it to the atmosphere.
For a normally aspirated engine, the plenum is free, but it must remain in the engine bay.
Spraying water: see article 282.1.7

5.6 Lubrification
Oil pump, oil filter, radiator, oil/water exchanger, lines, thermostat, sump and
pump strainers are free. No component of the system could be situated inside the cockpit. Oil pressure may be increased by changing the discharge valve spring.

If the lubrication system includes an open type sump breather, it must be equipped in such a way that the oil flows into a catch tank.
This must have a capacity of 2 dm3 (litres) for cars with a cubic capacity equal to or below 2000 cm3, and 3 dm3 (litres) for cars with a cubic capacity of over 2000 cm3.
This container must be made either out of plastic or must include a transparent window. The oil must only flow from the oil catch tank towards the engine by the force of gravity alone.
An air/oil separator can be mounted outside the engine (maximum capacity 1 litre), in accordance with the Drawing 255-3.



255-3

A fan may be fitted for cooling the engine oil,

5.7 Cooling

The radiator containing the coolant and its fixation are free, provided that the original location on the car is retained, as are the lines linking it to the engine. A radiator screen may be fitted.
The fan and its drive system can be changed freely, or removed. It is allowed to add an additional fan.
Thermostat is free.
Dimensions and material of the fan/turbine are free, as are their number.
The expansion chamber may be modified ; if one does not exist originally, one may be added.

5.8 Injection :

The system and the injection type of the engine used must be retained. The elements of the injection device regulating the metering of the quantity of fuel admitted to the engine may be modified, as well as the diameter of the opening of the butterfly. The air-measuring device is free.
The injectors are free, except for their number, their position, their assembly axis and their operating principle.
The fuel pressure regulator is free.
The electronic box is free, insofar as it does not incorporate more data.
The injector rail may be replaced with another of free design but fitted with threaded connectors for connecting the lines and the fuel pressure regulator, provided that the mounting of the injectors is identical to the original.

5.9 Carburettor

The carburettors are free, but the original number of carburettors and their working principle must be retained and they must remain in their original location.

5.10 Petrol filters, with a maximum unit capacity of 0.5 l may be added to the fuel feed circuit.

5.11 Air filter

The air filter, its housing and the tubes are free, the air must not be taken from the cockpit, or the luggage compartment, if this one is not separated from the cockpit and the installation must be situated entirely in the engine compartment.
It is possible to do an opening on the bodywork, in order to provide air for the engine.

5.12 Ignition :

Free, but the number of plugs must be retained. The number of coils is free.

5.13 Starter

Make and type are free

5.14 Battery

Make and capacity are free. The number of batteries laid down by the manufacturer must be retained.
Installation:

If the battery is installed in the cockpit or the luggage compartment, if this one is not separated from the cockpit, the battery must be a dry or gel battery. It must be situated only behind the front seats. It must be attached to the bodywork using a metal seat at least 3mm thick welded on the bodywork and two metal clamps with an insulating covering, fixed to the floor by bolts and nuts M8.

5.15 Electrical system

The nominal voltage of the electrical system including that of the supply circuit of the ignition must be retained.
The addition of relays and fuses to the electrical circuit is allowed as is the lengthening or addition of electric cables.
Electric cables and their sleeves are free.

5.16 At any time, the FFSA can enforce an air restrictor, with a minimum notice of 30 days preceding the date of application.

ARTICLE 6. TRANSMISSION

6.1 The transmission with 4 Wheel drive is mandatory.

6.2 Gearbox and transfer box

The « sequential » type gearboxes are forbidden, except if original on the reference car.
The gearbox housing, as well the transfer housing can be changed, but must come from a model car of same make than the reference car. ***This change may only be carry out if the new gearbox housing is interchangeable with the original gearbox housing of used powertrain, except the holes necessary to fix the gearbox housing as well as the transfer housing which are free.***
The interior of the gearbox is free, respecting article 6.3.
It is permitted to change the parts of the gearbox change systems.
The gearbox supports are free.

6.3 Final drive, differential

Free
The differentials must be of the single stage epicyclical type.
The self-locking devices must be entirely mechanical (with plates) and/or visco coupling.
The setting of their functioning parameters must be made exclusively with the use of tools when the car is immobilized.
The self-locking devices may have an actuator allowing only the locking of the differential(s).

6.4 Gearbox and axle lubrification

The original lubrification principle must be retained. However an additional lubricating and oil cooling device is allowed under the same conditions as for Article 5.6.
An oil radiator and/or an oil pump may be fitted in the luggage compartment but a liquid- and flameproof bulkhead must separate them from the occupants of the vehicle.

6.5 Rigid axle

The rigid axle housing if changed must come from a model car of same make than the reference car.
The original parts may be strengthened in such a way that the original part can be still recognized.
The interior is free, respecting article 6.3..

6.6 Clutch:

Free, but the clutch operation type must be retained. If the housing is changed, it must come from a model car of same make than the reference car.

6.7 Transmission shafts.

Transmission shafts are free but must be made of steel.

6.8 Wheels and tyres

The maximum diameter of the complete wheels is fixed at 810mm, provided that they may be housed within the original bodywork. They must be covered by the bodywork, in vertical projection.
The use of any system for inflating / deflating the tyres when the car is in motion is forbidden

ARTICLE 7. SUSPENSION

7.1 General:

a) The principle and the type of the reference car must be retained (rigid axle, independent wheels, arms superimposed, or Mac Pherson…).

b) The use of an active suspension is forbidden (any system which allows control of flexibility, damping, height and/or attitude of the suspension when the car is in motion) except if of origin on the reference car.
It is permitted to fit reinforcement bars, on the attachments points of the suspension to the bodyshell or the chassis, on each side of the longitudinal axis of the car.
Apart from these points, this bar must not be mounted on the bodyshell or the mechanical parts.

7.2 Straps

Suspension travel straps are allowed at the front and rear.

7.3 Springs

Coil springs:
The length is free, as is the number of coils, the wire diameter, the external diameter, the type of spring (progressive or not), and the form of the spring seats.
Pneumatic or oil-pneumatic springs may be replaced with coil springs,
Leaf springs:
The length, width, thickness and vertical curvature are free. The fitting of shackle protection pads is strongly recommended. The number of leaves is free.
Torsion bars:
The diameter is free.

7.4 Shock absorbers

Free, as well the fixation points, but the number of additional shock absorbers is limited to 2 per wheel. No other part, apart from those whose only function is to permit the fitting of an additional shock absorber, may be added to or removed from the suspension.
A local modification of the shell or chassis is authorised if its sole purpose is to allow the mounting of the shock absorber, but the modification must not extend more than 320 mm around the new fixation point on the shell side.
The adjustment of the shock absorbers from the cockpit is forbidden.
They must have no other function than that of shock absorber.
The fluid tanks for the shock absorbers may be attached in the wheel arches as well as to the chassis
Any electronic control system for the shock absorbers is forbidden.

7.5 Suspension McPherson

If in order to change the damping element of a Mac Pherson suspension, or suspension working on an identical principle, it is necessary to replace the entire Mac Pherson strut, the replacement part must be mechanically equivalent to the original one, except for the damping element, and the spring cup.
For Mac-Pherson suspensions, the shape of the spring seats is free. Their material is free

7.6 Anti-roll bar

The anti-roll bars may be replaced or removed.
The anchorage points can be used for the mounting of reinforcement bars.
Only mechanically operated anti-roll bar systems are authorized.
The anti-roll setting can only be adjusted mechanically when the vehicle is stopped.
Any connection between dampers is forbidden.
Any connections between front and rear anti-roll bars are forbidden.
Titanium alloy anti-roll bars are forbidden.
The reinforcement of the anchorage point is allowed, within the limit of 100 mm from the anchorage point.
The suspension mounting points to the bodyshell or chassis may be modified.
“Uniball” joint are authorized

Respecting the article 7, the suspension is free

ARTICLE 8. BRAKING SYSTEM

The braking system is free, provided that:
- it is activated and controlled only by the driver,
- it includes at least two independent circuits operated by the same pedal (between the brake pedal and the callipers, the two circuits must be separately identifiable, without any interconnection other than the mechanical braking force balancing device),
- the pressure is identical on the wheels of the same axle, with the exception of the pressure generated by the handbrake.
- there is no device or "system" fitted between the master cylinder and the calipers.

ARTICLE 9.EXHAUST

Downstream of the joint plane of the cylinder head the exhaust is free, provided that not exceed the mandatory noise level. [100dB(A)]
Catalytic exhaust homologated ASN (list N°8), FIA (list n°9) or from the original car is advised for any car which the passport will be established from the 01/01/2014.

ARTICLE 10. LIGHTING

All lighting and signalling devices must comply with the legal requirements or with the International Convention on Road Traffic
Lighting devices which are part of the standard equipment must be those laid down by the manufacturer and must comply where their functioning is concerned with what the manufacturer has laid down for the model in question.
A maximum of 6 additional headlights are authorized, provided that the total number is even.
They may, if necessary, be fitted in the front part of the coachwork or in the radiator grille.

ARTICLE 11. SPECIFIC REGULATION FOR GROUP T2B+

Group T2B+ cars must comply with the T2B Technical regulations with the exception of the following points.

11.1 GENERAL CONDITIONS

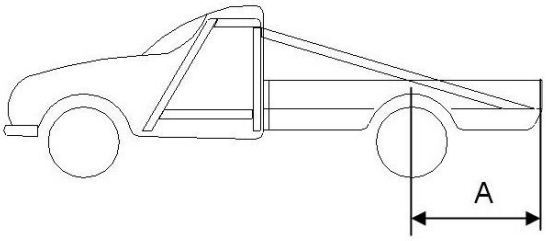
It is strongly recommended to submit any new project to the approval of the FFSA or the technical delegate**.**

For the sole purpose to install a different engine than the original, all modification (cutting or putting out of shape) of the engine compartment is forbidden

At any time, the FFSA can enforce an air restrictor, or modify the diameter of an existing air restrictor, with a minimum notice of 30 days preceding the date of application.

11.2 - Bodywork

The original shape of the car should not be necessarily retained.
It is allowed to transform a unibody/shell to a " pick-up ". The cutting of unibody/shell will be able to be carried out only behind front or rear doors, and a liquid-tight bulkheads, built with same material than the unibody/shell, must be installed so as to insulate the cockpit from outside. This cutting cannot reach down lower than the internal wing of the reference car.
Solely, for a “pick up” or car transformed like this , the rear overhang can be reduced, but the dimension “A” cannot be less than 70% from the original overhang (see drawing below). The rear part of the vehicle must be closed by a hard and no-transparent panel.



11.3 - ENGINE:

11.3.1 Général condition

Engines must comply with the articles 5.2, 5.3, 5.4, 5.7 (but the location of the radiator is free), 5.8 to 5.15 included.

Fuel and air feed: The article 5.5 must be respected with the exception of the following points:

- The intake manifold is free, but the variable inlet trumpets with the engine speed are prohibited, as well the all system modifying the geometry (length or section) of intake inlets ports or intake system, except the butterfly.
- The original heat exchangers and intercoolers are free, provided that to be air/air or air/water type.

- The engine must be situated at the original position as defined by the manufacturer.
- Coefficient for supercharged engines : See article 282.3.1

a) Normally aspirated and supercharged engines with a cylinder capacity less than 2500 cm3.
For the reference cars marketed and normally registered, whose the cylinder capacity do not exceed 2500cm3 (supercharging coefficient included for supercharged petrol engines),an engine coming from another automobile make can be used. The cylinder capacity of the new engine used, cannot exceed ***1800cm3 for cars whose the original cylinder capacity is lower than 1500cm3 and 2500cm3 for cars whose the original cylinder capacity is greater than1500cm3***. (supercharging coefficient included for petrol engines supercharged).
Exception: Cars having a technical passport established before 1/1/2016 and whose the cylinder capacity for a car with original cylinder capacity lower than 1500cm3 is between 1800cm3 and 2500cm3 will be able to keep their engine provided that this one is explicitly notified on the FFSA passport and signed by a scrutineer before 01/01/2016.
The used engine type must be identical with the reference car (a normally aspirated engine must remain normally aspirated, a supercharged engine must remain supercharged)

b) Normally aspirated and supercharged engines with a cylinder capacity greater than 2500 cm3.
For the reference cars marketed and normally registered, whose the cylinder capacity exceed 2500cm3,an engine coming from another automobile make can be used. A normally aspirated engine could be replaced by a supercharged engine, as well a diesel supercharged engine could be replaced by a petrol supercharged engine and conversely).

c) Air restrictor (if mandatory)

All the air necessary for feeding the engine must pass through an air restrictor. The internal diameter of the air restrictor must be complied with, regardless of the temperature conditions.
All the air necessary for feeding the engine must pass through this restrictor which must be made of metal or metal alloy.
The tube between the air restrictor and the engine must be airtight so that if this restrictor becomes totally blocked, the engine is stifled.
It is possible to use 2 air restrictors provided that the diameter normally used for one restrictor is divided by 1.432.

11.3.2 Specific regulation for normal aspirated engines:

- The maximum cylinder capacity for the normal aspirated engines is fixed at 5000cm3.
- Any engine not in accordance with the article 5.1 and whose the cylinder capacity exceed 4200cm3 must be equipped with an air rectrictor in conformity with the article 11.3.1 c) at least 3 mm long and with a maximum internal (d) diameter of:

2 valves per cylinder	42 mm
More than 2 valves per cylinder	40 mm

The maximum internal volume between the restrictor and the butterfly is set at 20 litres..

11.3.3 Specific regulation for supercharged engines:

11.3.3.1 The compressor(s) housing must be the one from the engine used.

11.3.3.2. Petrol supercharged engine.
- The maximum cylinder capacity for petrol engines supercharged is fixed at 3600cm3 (supercharging coefficient included ***)***
- Any engine not in accordance with the article 5.1 and whose the cylinder capacity exceed 2500cm3 must be equipped with an air rectrictor in conformity with the article 11.3.1 c. with a maximum internal (d) diameter of:

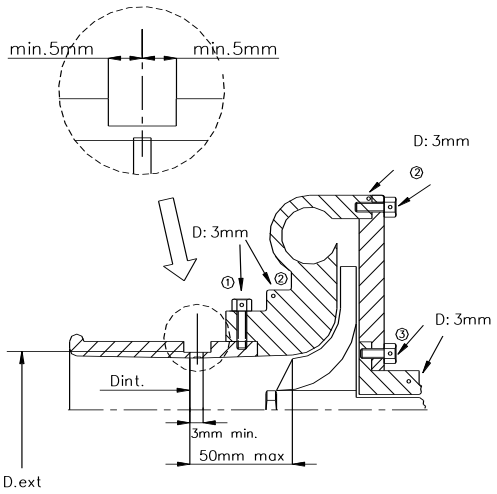
2 valves per cylinder	38 mm
More than 2 valves per cylinder	35 mm

11.3.3.3. Diesel supercharged engine.

- The maximum cylinder capacity for diesel engines supercharged is fixed at 4500cm3
- Any engine not in accordance with the article 5.1 and whose the cylinder capacity exceed 3500cm3 must be equipped with an air rectrictor in conformity with the article 11.3.1 c. with a maximum internal (d) diameter of:

Engine with single compressor	40 mm
Engine with compressor multi-stage	35 mm

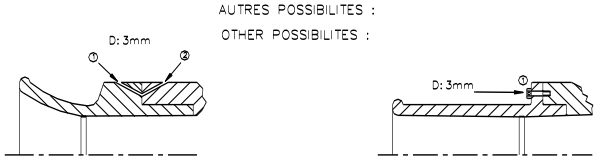
11.3.3.4 The air restrictor must be fixed to the compressor housing. The internal diameter must be maintained for a minimum length of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see Drawing 254-4).
The groove shown on the drawing is not mandatory.
Concerning the turbochargers multi-stages, the maximum cylinder capacity cannot exceed 2000cm3. At the maximum, 2 turbochargers can be fitted in series, provided they are on the original engine used. Compressor multi-stages are exclusively allowed for diesel engine.



① trou pour bride ou bride/carter de compression
hole for restrictor/compressor housing

② trou pour carter de compression ou carter/flasque
hole for compressor housing or housing/flange

③ trou pour carter central ou carter/flasque
hole for central housing or housing/flange



254-4

The shape of the restrictor is free under the restrictions above
The compressors must be marked and/or sealed during the event.

11.3.4. No passport will be established or modified from 1st January 2014 for any car whose the engine is not positioned in the original compartment of the reference car.
The cars corresponding at this definition, having a passport established before the 1/1/2014 must preserve the position of the engine, as specified on the technical passport. It will be however possible to modify the car to be in accordance with group T2B or T2B+ .

11.4.- TRANSMISSION :
The gearbox housing,(except the sequential gearbox) as well the transfer housing and the clutch housing must come from a model of marketed car. The interior is free, respecting article 6.3..
"Sequential" type gearbox control (whose the housing is free) are allowed, under the following points:
•The system must be exclusively mechanical without any assistance.
• The number of forward gears is limited to 6.
• An engine ignition and/or injection cut-off system activated mechanically by the gear change is allowed.
Rigid axle
The rigid axle housing must come from a marketed car . The original parts may be strengthened in such a way that the original part can be still recognized. The interior is free, respecting article 6.3.

11.5 SUSPENSION
The principle and the type of suspension are free, respecting articles 7.1b and 7.4.
The upper anchorage of suspension are free
Suspension travel straps are allowed at the front and rear.