2020 NHRA RULE AMENDMENTS
(These rule amendments cover rule changes made to the initial release of the 2020 rulebook)

(Unless otherwise noted, rule changes become effective immediately)

Initial release: 12/4/2019
2nd release: 1/16/2020
3rd release: 1/28/2020
4th release: 1/31/2020
5th release: 2/3/2020
6th release: 2/14/2020
7th release: 3/30/2020
## TABLE OF CONTENTS

### NHRA RULE AMENDMENTS

**Note:**
All section and page numbers refer to those found in the 2020 initial release of the NHRA Rulebook.

Rulebook. Additions are [Blue underline](#).

Deletions are [Red strikethrough](#).

Yellow highlights indicate the most recent updates. If a section has been updated, the date of the revision is indicated in the section title.

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Page(s)</th>
<th>Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTRODUCTION (PAGE III)</td>
<td>(12/4/2019) (1/28/2020)</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>INTRODUCTION (PAGE III)</td>
<td>(1/28/2020)</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>INTRODUCTION (PAGE IV)</td>
<td>(1/28/2020)</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>INTRODUCTION (PAGE IV)</td>
<td>(1/28/2020)</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>SECTION 3: POINTS AND RELATED PROGRAMS, NHRA MELLO YELLO DRAG RACING SERIES</td>
<td>(PAGE 1)</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, ENGINE: 1, ENGINE</td>
<td>(PAGE 1)</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, ELECTRICAL: 8, SAFETY SYSTEM AIR PRESSURE SHUTOFF SWITCH</td>
<td>(ADD NEW SECTION AFTER LIGHTS)</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, SUPPORT GROUP: 9, SAFETY SYSTEM AIR SUPPLY</td>
<td>(ADD NEW SECTION AFTER COMPUTER/DATA RECORDERS)</td>
<td>13</td>
<td></td>
</tr>
<tr>
<td>SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&amp;A SERVICE, DESIGNATION</td>
<td></td>
<td>13</td>
<td></td>
</tr>
</tbody>
</table>
SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, ENGINE: 1, ENGINE (PAGE 2) (12/4/2019) 13

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, ENGINE: 1, INDUCTION (PAGE 2)
(1/28/2020) ........................................................................................................... 14

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, ENGINE: 1, SUPERCHARGER (PAGE 3)
(12/4/2019) ........................................................................................................... 14

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, BRAKES & SUSPENSION: 3, SUSPENSION
(PAGE 5) (12/4/2019) ................................................................................................... 14

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, FRAME: 4, ROLL CAGE (PAGE 6)
(12/4/2019) ........................................................................................................... 15

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, FRAME: 4, HELMET SHROUD (OPTIONAL)
(ADD NEW SECTION AFTER GROUND CLEARANCE) (PAGE 6) (12/4/2019)
................................................................................................................................. 16

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, INTERIOR: 6, WINDOW NET (PAGE 7)
(12/4/2019) ........................................................................................................... 16

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, ELECTRICAL: 8, MASTER CUTOFF SWITCH (PAGE 9) (12/4/2019) (1/16/2020) ................................................................. 16

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, ELECTRICAL: 8, SYSTEM AIR PRESSURE SHUTOFF SWITCH (PAGE 9) (12/4/2019) ................................................................. 16

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES
PRESENTED BY J&A SERVICE, DRIVER: 10, DRIVER RESTRAINT SYSTEM CAGE (PAGE 10) (12/4/2019) ......................................................................................... 16

SECTION 11A: STOCK, ENGINE: 1, CYLINDER HEADS (PAGE 3) (12/4/2019)
(1/16/2020) ............................................................................................................ 17

SECTION 11A: STOCK, FRAME: 4, ROLL CAGE (PAGE 9) (12/4/2019) .......18

SECTION 11B: SAMTECH.EDU NHRA FACTORY STOCK SHOWDOWN, DESIGNATIONS (PAGE 13) (1/28/2020) .................................................................18

SECTION 11B: FACTORY STOCK SHOWDOWN, BODY: 7 (NEW SECTION AFTER FRAME), SPOILERS (NEW PARAGRAPH ADDED TO BODY) (PAGE 16) (1/28/2020) ........................................................................20


SECTION 12A: SUPER STOCK, BRAKES AND SUSPENSION: 3, STEERING (NEW PARAGRAPH AFTER SHOCKS) (PAGE 6) (1/28/2020) ......................21


SECTION 12B: SUPER STOCK/GT, FRAME: 4, ROLL CAGE (PAGE 14) (12/4/2019) ........................................................................................................22


SECTION 12D: MODIFIED STOCK, FRAME: 4, ROLL CAGE (PAGE 20) (12/4/2019) ..................................................................................................22


SECTION 12G: SUPER STOCK/MX, FRAME: 4, ROLL CAGE (PAGE 33) (12/4/2019) ...........................................................................................................................................23

SECTION 14: TOP ALCOHOL DRAGSTER, FRAME: 4, HELMET SHROUD/DEFLECTOR PLATE (PAGE 7) (1/16/2020) .................................................................23

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (PAGE 1) (12/4/2019) (2/14/2020) ...........................................................................................................24

SECTION 17: PRO STOCK, ENGINE: 1, CYLINDER HEADS (PAGE 1) (12/4/2019) .................................................................................................................................25

SECTION 17: PRO STOCK, BRAKES AND SUSPENSION: 3, SUSPENSION (PAGE 4) (12/4/2019) ...........................................................................................................25

SECTION 17: PRO STOCK, FRAME: 4, HELMET SHROUD (OPTIONAL) (ADD NEW SECTION AFTER GROUND CLEARANCE) (PAGE 5) (12/4/2019) ........26


SECTION 17: PRO STOCK, INTERIOR: 6, SHEET METAL (PAGE 7) (12/4/2019) .................................................................................................................................26

SECTION 17: PRO STOCK, INTERIOR: 6, WINDOW NET (PAGE 7) (12/4/2019) .................................................................................................................................27

SECTION 17: PRO STOCK, ELECTRICAL: 8, MASTER CUTOFF (PAGE 10) (12/4/2019) (1/16/2020) ...........................................................................................................27

SECTION 17: PRO STOCK, ELECTRICAL: 8, SYSTEM AIR PRESSURE SWITCH (PAGE 10) (12/4/2019) ...........................................................................................................27

SECTION 17: PRO STOCK, DRIVER: 10, DRIVER RESTRAINT SYSTEM (PAGE 11) (12/4/2019) ...........................................................................................................27

SECTION 18: FUNNY CAR, ENGINE: 1, ENGINE (PAGE 2) (1/28/2020) ....27

SECTION 18: FUNNY CAR, ENGINE: 1, OIL RETENTION DEVICE (PAGE 4) (12/4/2019) ...........................................................................................................28
SECTION 18: FUNNY CAR, BODY: 7, BODY, FRONT LATCH AND TETHERING SYSTEM (PAGE 11) (1/16/2020) (3/30/2020) ..............................................28

SECTION 18: FUNNY CAR, BODY: 7, BODY, REAR-RELEASE MECHANISM (PAGE 11) (1/16/2020) (1/28/2020) ..................................................................29

SECTION 18: FUNNY CAR, ELECTRICAL: 8, SYSTEM AIR PRESSURE SWITCH (PAGE 14) (12/4/2019) ........................................................................29

SECTION 19: TOP FUEL DRAGSTER, ENGINE: 1, ENGINE (PAGE 2) (1/28/2020) ........................................................................................................29

SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, HELMET SHROUD/DEFLECTOR PLATE (PAGE 7) (1/16/2020) ................................................30

SECTION 19: TOP FUEL DRAGSTER, ELECTRICAL: 8, SYSTEM AIR PRESSURE SWITCH (PAGE 13) (12/4/2019) ........................................................31

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INTRODUCTION (Page iii) (1/28/2020)

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INTRODUCTION (Page iv) (1/28/2020)

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SECTION 3: POINTS AND RELATED PROGRAMS, NHRA MELLO YELLO DRAG RACING SERIES (Page 1) (1/28/2020)

NHRA MELLO YELLO DRAG RACING SERIES
The 2020 NHRA Mello Yello Drag Racing Series begins with the Lucas Oil NHRA Winternationals presented by Protect the Harvest and concludes with the Auto Club NHRA Finals.
National Events: The premier series of NHRA races features the Mello Yello categories of racing and the NHRA Lucas Oil Drag Racing Series classes. The national event tour begins each February in Pomona, Calif., and visits multiple sites throughout the United States, winding its way back to Pomona in November.

Contestants in each of the Mello Yello racing categories compete for the NHRA Mello Yello Drag Racing Series world championship title on the basis of total points earned at NHRA national events.

**NHRA NATIONAL EVENTS POINTS—CHEVROLET PERFORMANCE U.S. STRUCTURE (all races except in NATIONALS AND AUTO CLUB Indianapolis and Pomona 2) NHRA FINALS POINTS STRUCTURE (Indianapolis & Pomona 2)**

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>100</td>
</tr>
<tr>
<td>Runner-up</td>
<td>80</td>
</tr>
<tr>
<td>Third-round loser</td>
<td>60</td>
</tr>
<tr>
<td>Second-round loser</td>
<td>40</td>
</tr>
<tr>
<td>First-round loser</td>
<td>20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>150</td>
</tr>
<tr>
<td>Runner-up</td>
<td>120</td>
</tr>
<tr>
<td>Third-round loser</td>
<td>90</td>
</tr>
<tr>
<td>Second-round loser</td>
<td>60</td>
</tr>
<tr>
<td>First-round loser</td>
<td>30</td>
</tr>
</tbody>
</table>

Additional points are awarded at national events as follows:

- **10 points to all contestants (15 at Chevrolet Performance U.S. Nationals and Auto Club NHRA Finals) — one qualifying run required. Performance bonus points are awarded for each qualifying session as follows:**

<table>
<thead>
<tr>
<th>Qualifying Positions</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low e.t. of each session</td>
<td>3</td>
</tr>
<tr>
<td>Second-quickest</td>
<td>2</td>
</tr>
<tr>
<td>Third-quickest</td>
<td>1</td>
</tr>
</tbody>
</table>

Performance bonus points WILL NOT be awarded for any session unable to be completed.

<table>
<thead>
<tr>
<th>Qualifying Positions</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>10</td>
</tr>
<tr>
<td>2nd</td>
<td>9</td>
</tr>
<tr>
<td>3rd</td>
<td>8</td>
</tr>
<tr>
<td>4th</td>
<td>7</td>
</tr>
<tr>
<td>5th &amp; 6th</td>
<td>6</td>
</tr>
<tr>
<td>7th &amp; 8th</td>
<td>5</td>
</tr>
<tr>
<td>9th through 12th</td>
<td>4</td>
</tr>
<tr>
<td>13th through 16th</td>
<td>2</td>
</tr>
</tbody>
</table>
For tiebreaker procedures, contact the NHRA Competition Department.

NHRA MELLO YELLO COUNTDOWN TO THE CHAMPIONSHIP

NHRA will continue to use a playoff-style format to determine the NHRA Mello Yello world champion in each of the four Mello Yello categories.

In the regular season, racers in Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle earn points to secure a position in the top 10 in points standings.

To begin the six-race Countdown to the Championship, the playoffs, the top 10 racers in each Mello Yello category will have their NHRA Mello Yello points adjusted as follows:

First place................2,100 points  Sixth place........2,040 points
Second place...........2,080 points  Seventh place......2,030 points
Third place.............2,070 points  Eighth place.....2,020 points
Fourth place............2,060 points  Ninth place.......2,010 points
Fifth place................2,050 points  10th place........2,000 points

The 2020 NHRA Mello Yello Drag Racing Series begins with the NHRA Winternationals and concludes with the NHRA Finals.

Contestants in Top Fuel, Funny Car, Pro Stock and Pro Stock Motorcycle compete to secure a position in the Countdown to the Championship starting in Pomona and concluding in Indianapolis based on total points earned at each NHRA national event.

<table>
<thead>
<tr>
<th>NHRA NATIONAL EVENTS POINTS STRUCTURE (all races except Indianapolis)</th>
<th>INDIANAPOLIS POINTS STRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>100</td>
</tr>
<tr>
<td>Runner-up</td>
<td>80</td>
</tr>
<tr>
<td>Third-round loser</td>
<td>60</td>
</tr>
<tr>
<td>Second-round loser</td>
<td>40</td>
</tr>
<tr>
<td>First-round loser</td>
<td>20</td>
</tr>
</tbody>
</table>

Additional points are awarded at national events as follows:

10 points to all contestants (15 at Indianapolis) — one qualifying run required.

Performance bonus points are awarded for each qualifying session as follows:

<table>
<thead>
<tr>
<th>National Events (except Indianapolis)</th>
<th>INDIANAPOLIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low e.t. of each session</td>
<td>3</td>
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</table>
Performance bonus points WILL NOT be awarded for any session unable to be completed.

Qualifying positions earn points as follows:

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<th>NATIONAL EVENTS (except Indianapolis)</th>
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<tbody>
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<td>1&lt;sup&gt;st&lt;/sup&gt;</td>
<td>8</td>
</tr>
<tr>
<td>2&lt;sup&gt;nd&lt;/sup&gt;</td>
<td>7</td>
</tr>
<tr>
<td>3&lt;sup&gt;rd&lt;/sup&gt;</td>
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<td>4&lt;sup&gt;th&lt;/sup&gt;</td>
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<tr>
<td>9&lt;sup&gt;th&lt;/sup&gt; through 12&lt;sup&gt;th&lt;/sup&gt;</td>
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<td>1&lt;sup&gt;st&lt;/sup&gt;</td>
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<td>3&lt;sup&gt;rd&lt;/sup&gt;</td>
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<tr>
<td>7&lt;sup&gt;th&lt;/sup&gt; &amp; 8&lt;sup&gt;th&lt;/sup&gt;</td>
<td>5</td>
</tr>
<tr>
<td>9&lt;sup&gt;th&lt;/sup&gt; through 12&lt;sup&gt;th&lt;/sup&gt;</td>
<td>4</td>
</tr>
<tr>
<td>13&lt;sup&gt;th&lt;/sup&gt; through 16&lt;sup&gt;th&lt;/sup&gt;</td>
<td>3</td>
</tr>
</tbody>
</table>

NHRA MELLO YELLO COUNTDOWN TO THE CHAMPIONSHIP

In the regular season, racers in Top Fuel, Funny Car, Pro Stock, and Pro Stock Motorcycle earn points to secure a position within the Countdown to the Championship. Racers can secure a position within the Countdown to the Championship under the following criteria:

1. Earn enough points to secure a spot within the top 10 at the conclusion of the U.S. Nationals
2. In Top Fuel and Funny Car compete at all 18 events (Pomona to Indianapolis) and run a minimum of 2 qualifying sessions at each event.
3. In Pro Stock Car compete at all 13 events (Pomona to Indianapolis) and run a minimum of 2 qualifying sessions at each event.
4. In Pro Stock Motorcycle compete at all 11 events (Gainesville to Indianapolis) and run a minimum of 2 qualifying sessions at each event.

*If unable to complete one qualifying session in its entirety within the original scheduled event date(s), the event will count towards number of events listed above for each category. A completed tech card must be submitted to registration to count the event towards total number of events listed above.
*If unable to complete two qualifying sessions within the original scheduled event date(s), a participant must make one valid qualifying attempt or submit a completed tech card to registration for the event to count towards total number of events listed above.
*If unable to complete three qualifying sessions within the original scheduled event date(s), participants must make two valid two qualifying attempts for the event to count towards total number of events listed above.
*If unable to complete any qualifying sessions within the original scheduled event date(s), the event will not count towards the number of events listed above for each category. For example, first qualifying session occurs on Monday following the event.
The racers who have secured a position in the Countdown to the Championship will have their NHRA Mello Yello points adjusted after the U.S. Nationals. In Top Fuel and Funny Car, first and second place will be separated by 20 points while each position second through tenth place will be separated by 10 points for Top Fuel and Funny Car.

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>First</td>
<td>2,100</td>
</tr>
<tr>
<td>Second</td>
<td>2,080</td>
</tr>
<tr>
<td>Third</td>
<td>2,070</td>
</tr>
<tr>
<td>Fourth</td>
<td>2,060</td>
</tr>
<tr>
<td>Fifth</td>
<td>2,050</td>
</tr>
<tr>
<td>Sixth</td>
<td>2,040</td>
</tr>
<tr>
<td>Seventh</td>
<td>2,030</td>
</tr>
<tr>
<td>Eighth</td>
<td>2,020</td>
</tr>
<tr>
<td>Ninth</td>
<td>2,010</td>
</tr>
<tr>
<td>Tenth</td>
<td>2,000</td>
</tr>
</tbody>
</table>

Racers who have secured a spot in the Countdown to the Championship outside the Top 10 will have their points adjusted, for example 11th place will be 1,990, 12th place will be 1,980. 10 points will separate each position for each racer securing a spot in the Countdown to the Championship.

In Pro Stock and Pro Stock Motorcycle, first and second place will be separated by 20 points while second through fifth place will be separated by 10 points and sixth place through tenth place will be separated by 5 points.

<table>
<thead>
<tr>
<th>Position</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>First</td>
<td>2,100</td>
</tr>
<tr>
<td>Second</td>
<td>2,080</td>
</tr>
<tr>
<td>Third</td>
<td>2,070</td>
</tr>
<tr>
<td>Fourth</td>
<td>2,060</td>
</tr>
<tr>
<td>Fifth</td>
<td>2,050</td>
</tr>
<tr>
<td>Sixth</td>
<td>2,045</td>
</tr>
<tr>
<td>Seventh</td>
<td>2,040</td>
</tr>
<tr>
<td>Eighth</td>
<td>2,035</td>
</tr>
<tr>
<td>Ninth</td>
<td>2,030</td>
</tr>
<tr>
<td>Tenth</td>
<td>2,025</td>
</tr>
</tbody>
</table>

Racers who have secured a spot in the Countdown to the Championship outside the Top 10 will have their points adjusted, for example 11th place will be 2,020, 12th place will be 2,015. 5 points will separate each position for each racer securing a spot in the Countdown to the Championship.

During the Countdown to the Championship contests in Top Fuel, Funny Car, Pro Stock and Pro Stock Motorcycle categories will compete for the NHRA Mello Yello Drag Racing Series world championship title starting in Reading and concluding at Pomona.

<table>
<thead>
<tr>
<th>NHRA NATIONAL EVENTS POINTS STRUCTURE (all races except Pomona 2)</th>
<th>POMONA 2 POINTS STRUCTURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winner</td>
<td>100</td>
</tr>
<tr>
<td>Runner-up</td>
<td>80</td>
</tr>
<tr>
<td>Third-round loser</td>
<td>60</td>
</tr>
<tr>
<td>Second-round loser</td>
<td>40</td>
</tr>
<tr>
<td>First-round loser</td>
<td>20</td>
</tr>
<tr>
<td>Winner</td>
<td>150</td>
</tr>
<tr>
<td>Runner-up</td>
<td>120</td>
</tr>
<tr>
<td>Third-round loser</td>
<td>90</td>
</tr>
<tr>
<td>Second-round loser</td>
<td>60</td>
</tr>
<tr>
<td>First-round loser</td>
<td>30</td>
</tr>
</tbody>
</table>
Additional points are awarded at national events as follows:

10 points to all contestants (15 at Pomona 2) — one qualifying run required.

Performance bonus points are awarded for each qualifying session as follows:

<table>
<thead>
<tr>
<th>National Events (except Pomona 2)</th>
<th>POMONA 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low e.t. of each session</td>
<td>3</td>
</tr>
<tr>
<td>Second-quickest</td>
<td>2</td>
</tr>
<tr>
<td>Third-quickest</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Low e.t. of each session</td>
<td>4</td>
</tr>
<tr>
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<tr>
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<td>2</td>
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<tr>
<td>Fourth-quickest</td>
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Performance bonus points WILL NOT be awarded for any session unable to be completed.

Qualifying positions earn points as follows:

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<td>13&lt;sup&gt;th&lt;/sup&gt; through 16&lt;sup&gt;th&lt;/sup&gt;</td>
<td>3</td>
</tr>
</tbody>
</table>

SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, ENGINE: 1, ENGINE (Page 1) (12/4/2019)

Must be NHRA-accepted. Must keep design features of Harley-Davidson engines (Pushrod, 45° to 90° VTwin). Carbureted, fuel injected or supercharged single or double engines, with 200 cubic inch maximum displacement. Maximum displacement for all combinations 200 cubic inches. Minimum pushrod length 11 inches. Beginning January 1, 2021, maximum displacement for normally aspirated combinations 200 cubic inches and for supercharged combinations 170 cubic inches. Pushrod aftermarket heads are permitted (including 4 valve). Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Superchargers must have rubber manifold connections or some form of “sneeze” valve. Supercharger blankets are mandatory. Must have “Bellypan” scatter shield under engine. S.F.I. SFI Specification 46.1 approved engine restraint systems are required. A nonflammable, oil absorbent liner mandatory inside of retention device. These restraints must be replaced or recertified by the manufacturer every two (2) years. Chest protectors are mandatory.

SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, ELECTRICAL: 8, SAFETY SYSTEM AIR PRESSURE
**SHUTOFF SWITCH** (Add new section after LIGHTS) (Page 3) (12/4/2019)
(1/16/2020)
A 120 psi normally open air switch must be installed to enable the fuel cutoff if the safety air system pressure falls below 120 psi. In the event the motorcycle is losing air pressure during a run, the switch must open when system air pressure goes below 120 psi. The switch must run in series with the fuel shutoff signal. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.

**SECTION 5: MICKEY THOMPSON TIRES NHRA TOP FUEL HARLEY DRAG RACING SERIES, SUPPORT GROUP: 9, SAFETY SYSTEM AIR SUPPLY**
(Add new section after COMPUTER/DATA RECORDERS) (Page 3)
(12/4/2019)
A standalone air system bottle must be used to supply air to all safety systems. The frame and/or handle bars cannot be used for this purpose.

**SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DESIGNATION (Page 2) (12/4/2019)**
(1/16/2020) (3/30/2020)

**DESIGNATION**
PM, preceded by car number. Classes of competition within Pro Modified are for supercharged, methanol-burning, turbocharged methanol or gasoline-burning, or nitrous-assisted, gasoline burning full-bodied cars.

Minimum weight at the conclusion of run, including driver:

Nitrous-assisted entries (910 cid) - 2,500 2,515 pounds
Nitrous-assisted entries (960 cid) - 2,575 2,590 2,565 pounds
Roots Supercharged entries (526 cid) - 2,600 2,615 pounds
Centrifugal supercharged entries (526 cid) - 2,600 2,615 pounds
Turbocharged entries (526 cid) - 2,650 2,665 pounds

**SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE: 1, ENGINE (Page 2) (12/4/2019)**
Internal-combustion, reciprocating, single-camshaft, 90-degree V-8 automotive-type engine mandatory. Crankshaft centerline must intersect cylinder bore centerlines and be symmetrical. Nitrous-assisted entries are limited to a maximum bore center of 5.300. Maximum bore center on turbocharged billet hemi cylinder-head entries is 4.800 4.840 inches, 5.000 inches on all other turbocharged entries. Maximum bore center on supercharged billet hemi cylinder-head entries is 4.900 inches, 5.000 inches on all other super charged entries. For supercharged entries, a positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gaskets in the event the engine crankcase/lifter valley becomes over-pressurized. The flange/lip must extend past the surface of the gasket and
be contoured to closely fit the block and manifold surfaces to prevent the gasket(s) from extruding. See General Regulations 1:2.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE: 1, INDUCTION (Page 2) (1/28/2020)

Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection permitted. **For centrifugally supercharged and turbocharged applications, fuel injectors must be placed in either the intake manifold runner or intake manifold plenum. Auxiliary injectors placed in any other location prohibited.** EFI entries must have an NHRA accepted ECU, software and firmware. A current list of NHRA-accepted ECUs, software, and firmware can be found on NHRARacer.com. See General Regulations 9:1, 9:11.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ENGINE: 1, SUPERCHARGER (Page 3) (12/4/2019)

Screw-type and centrifugal-type superchargers prohibited. **Centrifugal, Hi-helix, or standard helix Roots-type supercharger only.**

**For Centrifugal Supercharger: Procharger F3R/X-140 head unit (PC314A-140/PC316A-140), 4CD-BAE-3-1.40, 4CD-BAE-TFX-3-1.40, 4CD-NON-3-1.40, 4CD-BBC-3-1.40 gear drive units, and AF006A-027 inlet bell mouth only. Must be unmodified and factory sealed. Intercoolers prohibited.**

**For roots Supercharger: restraint system meeting SFI Spec 14.2, including injector restraint straps mandatory. Cast or billet cases permitted. Maximum supercharger overdrive limit is 14.55 percent on all combinations. Intercoolers, variable multispeed supercharger devices prohibited. The top opening of the supercharger may not exceed 12 inches in length or 5 inches in width. The entire inlet opening must be on/in the upper surface only. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys, spacers, modified cases, or attaching methods may not be used to add to the 15-inch maximum. All manifold configurations, supercharger modifications and locations must be accepted prior to competition. The rotors must be driven from the front (both the external drive and the internal gearing. Any inlet/outlet cavity in front of the rotors is restricted to a maximum of 3,000 inches measuring from the face of the bearing plate to the front of the cavity. Supercharger openings must be fixed from the water box until the conclusion of the run. See General Regulations 1:10, 1:11.**


Full automobile production systems mandatory. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel for a maximum of four per vehicle. Fabricated units permitted. Rigid-mounted suspensions or straight front axles
prohibited. Lockup shocks prohibited. Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on “real time” data or input from any source, including the shock strut itself (i.e., magnetically charged fluid), is prohibited. Electrically or pneumatically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before the run. Pneumatic digressive spring devices permitted on rear spring. Digressive spring devices and digressive springs permitted.

Only 1 three-wire shielded cable connection is permitted from the top of the shock strut to the shock strut controller. Electrical connections of any other kind to or from the shock strut prohibited.

Shock strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock strut control boxes that have connections for travel sensors must have the pin removed from the connector.

Shock absorber control boxes must be NHRA-accepted. A current list of NHRA-accepted control boxes is available on NHRARacer.com. Any connection to the control box to change settings prohibited once car reaches the ready line. All wiring must be visible and easily traceable for the technical inspectors. See General Regulations 3:4.


Chassis must meet SFI Spec 25.1. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to roll cage before participation. See General Regulations 4:4, 4:11, 10:6.

A panel of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed on the inside portion of the roll cage anywhere the driver’s legs can come into contact with the cage (chassis tubing). Panels must be installed in the front and lower portion of the driver’s-side X brace. Panels must attach to the interior side of the tubing, or no farther than the middle of the tubing, with “impact-type” padding attached to the panels. Padding must extend to be flush. Panels must not be attached to rocker bar (7A), Windshield/Roof bar (12A) or Main Hoop (10). Optional padding may be attached to the panels.

An additional panel(s) of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed in the roll cage roof area. The panel(s) must, at a minimum, extend from the driver’s side roof bar to the centerline of the vehicle. For any car built after January 1, 2020, panels must be attached with tabs that are a minimum of 1/8 inch below the top of the roll cage roof tubes. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection.

If a Funny Car style helmet shroud is used, all bolts retaining panels to the roll cage need to be a 1/2-inch hex-style head that is easily accessible with the door open. Any portions of the paneling that are not accessible with the door open must be of tongue and groove or similar style retention in order to allow removal once accessible front hex head bolts are removed.


Window net meeting SFI Spec 27.1 mandatory. Seat belt buckle attachment to roll cage prohibited. Window net must release with a quick lock and or spring-loaded mechanism. Window net system must be NHRA-accepted. See NHRA Accepted Products on NHRARacer.com for a list of accepted window net systems. Mechanism for release must have red label and in visible sight for track officials to use externally. See General Regulations 6:3.


Mandatory. See General Regulations 8:4. Master cutoff system must use Modern Racing kit MR-1016-1010 and be configured as shown in diagram on www.NHRARacer.com. Rear bumper switch must be located on the driver’s side of the lower rear tail panel. The push button of the specified switch must be placed in such a manner as to give a safety official an unobstructed view of the button from the rear of the vehicle.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, ELECTRICAL: 8, SYSTEM AIR PRESSURE SHUTOFF SWITCH (Page 9) (12/4/2019)

A 60 120 psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below 60 120 psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below 60 120 psi. The switch must run in series with the ignition “run enable” wire. The switch may also trigger the fuel shutoff but is not mandatory. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.

SECTION 6: E3 SPARK PLUGS NHRA PRO MOD DRAG RACING SERIES PRESENTED BY J&A SERVICE, DRIVER: 10, DRIVER RERAINT SYSTEM CAGE (Page 10) (12/4/2019)

A minimum seven-point six-point driver restraint system meeting SFI Spec 16.1 or 16.5 mandatory. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA accepted. Porting, polishing, welding, epoxying and acid-porting prohibited. Combustion-chamber modifications prohibited. Cylinder heads are additionally restricted in that they must retain original-size valves at original angles +/- 1 degree and must be able to hold original cylinder-head volume per NHRA Specifications. Runner volumes may not exceed the current Super Stock cylinder-head volumes as listed on www.NHRARacer.com.

Regardless of the poured volume measurement, any modifications to intake or exhaust runners prohibited. Any evidence of modifications from the original castings will be grounds for disqualifications as determined by NHRA in NHRA’s sole and absolute discretion. Any aftermarket steel valve permitted, must retain stock head and stem diameters. Only engines OEM-equipped with sodium-filled valves may use sodium-filled replacement valves. Titanium prohibited. Hardened keepers permitted. Lash caps prohibited. Valve-diameter tolerance: +.005-inch or -0.015-inch from NHRA Specs. The following are prohibited: spark-plug adapters; any grinding in ports or combustion chambers; removal of any flashings; sandblasting or any other modification to cylinder head; any film coating of intake and exhaust runners; any film coating of combustion chamber. Runners and combustion chamber must retain OEM appearance. Final acceptance as determined by NHRA in NHRA’s sole and absolute discretion. External modifications prohibited. Intake side of head may not be cut into any part of valve cover bolt holes. Valve-cover bolt holes must remain unaltered and in their original location. Intake manifold bolt holes must remain unaltered in their original location. Heat riser passage may be blocked from intake manifold side of cylinder head. Blocking passage down in valve pocket prohibited. The following are permitted: polylocks, jam nuts, screw-in larger-diameter rocker studs or pinned studs, bronze-wall valve guides, cylinder head studs. Valve spring umbrellas optional. Cylinder head may have all of the seats replaced. Any valve job permitted, O-ringing prohibited. Exhaust plates prohibited.

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA accepted. Porting, polishing, welding, epoxying and acid-porting prohibited. Combustion-chamber modifications prohibited. Cylinder heads are additionally restricted in that they must retain original-size valves at original angles +/- 1 degree and must be able to hold original cylinder-head volume per NHRA Specifications. Runner volumes may not exceed the current Super Stock cylinder-head volumes as listed on www.NHRARacer.com.

Regardless of the poured volume measurement, any modifications to intake or exhaust runners prohibited. Any evidence of modifications from the original castings will be grounds for disqualifications as determined by NHRA in NHRA’s sole and absolute discretion. Any aftermarket steel valve permitted, must retain stock head and stem diameters. Only engines OEM-equipped with sodium-filled valves may use sodium-filled replacement valves. Titanium prohibited. Hardened keepers permitted. Lash caps prohibited. Valve-diameter tolerance: +.005-inch or
-0.15-inch from NHRA Specs. The following are prohibited: spark-plug adapters; any grinding in ports or combustion chambers; removal of any flashings; sandblasting or any other modification to cylinder head; any film coating of intake and exhaust runners; any film coating of combustion chamber. Runners and combustion chamber must retain OEM appearance. Final acceptance as determined by NHRA in NHRA’s sole and absolute discretion. External modifications prohibited except for the following, intake side of head may be +/-2 degrees from OEM angle between combustion chamber surface to intake flange surface, may not be cut into any part of valve cover fastener holes. Only OEM intake fastener holes are permitted, any additional fastener holes are prohibited. Spacer plates between intake manifold and cylinder head prohibited. Valve-cover fastener holes must remain unaltered and in their original location. Heat riser passage may be blocked from intake manifold side of cylinder head. Blocking passage down in valve pocket prohibited. The following are permitted: polylocks, jam nuts, screw-in larger-diameter rocker studs or pinned studs, bronze-wall valve guides, cylinder head studs. Valve-spring umbrellas optional. Cylinder head may have all of the seats replaced. Any valve job permitted. O-ringging prohibited. Exhaust plates prohibited.

SECTION 11A: STOCK, ENGINE: 1, PISTONS (Page 5) (12/4/2019)
OEM or NHRA-accepted aftermarket replacements permitted provided such items comply with all requirements set forth in this section. Aftermarket pistons permitted, may be forged, billet, or cast and must retain the OEM as-cast or as-forged head configuration. The manufacturer or ID number must remain unaltered and fully visible to determine correct application. Piston may not be remachined for special rings, deck height adjustment, valve relief size, depth, location, or to modify dome or dish. Piston must be of the same overall design with the same dome/dish configuration as OEM piston with the correct number, location, depth, and width of ring grooves. Valve relief and head land modifications to aftermarket or OEM pistons prohibited. Assembly weight must be equal to or greater than the minimum assembly weight as found on the current Stock Replacement Piston Acceptance List. Any steel pin of OEM diameter permitted. Any lightening of pistons beyond that necessary for normal balancing is strictly prohibited. Lateral and Horizontal Gas porting prohibited. Thermal coating prohibited to top of piston. Thermal coating is permitted on the piston skirts. NHRA-accepted aftermarket pistons and weights are published on NHRARacer.com.

Mandatory in any car running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

SECTION 11B: SAMTech.edu NHRA FACTORY STOCK SHOWDOWN, DESIGNATIONS (Page 13) (1/28/2020)
DESIGNATIONS
Designation: FSS

Reserved for 2008 and newer Chevrolet COPO, Dodge Drag Pak, and Ford Cobra Jet with the following factory production engine of the same make. Year of engine optional. Only those engines and/or bodies listed in this section are eligible for the Factory Stock Showdown.


Minimum weight for the 2015 Drag Pak combination 3,500 lbs.


Maximum weight on all combinations 3,600 lbs.

Note: NHRA may make adjustments to (minimum weights, supercharger pulley ratios, etc.) at any time to control performance and maintain parity within the category.

Permitted Combinations:
All previously approved Factory Stock Showdown bodies are eligible to be used with the approved engine combinations listed below. Engine must be same make as body.

2017-2018 Camaro COPO 350
• 590 HP Supercharged 2.9L Whipple

2019 Camaro COPO 350
• 630 HP Supercharged 2.65L Magnuson
  • Upper supercharger pulley size: (3.580) inches

2020 Camaro COPO 350
• 630 HP Supercharged 2.65L Magnuson
  • Upper supercharger pulley size (3.580) inches

2015 Challenger Drag Pak 354
• 540 HP Supercharged 2.9L Whipple
  • Upper supercharger pulley size: (3.000) inches

2020 Challenger Drag Pak 354
• 630 HP Supercharged 3.0L Whipple
  • Upper supercharger pulley size (3.500) inches

2010 Mustang Cobra Jet 330
• 435 HP Supercharged 2.3L Eaton

2012 Mustang Cobra Jet 330
• 450 HP Supercharged 2.3L Eaton

2016 Mustang Cobra Jet 302
• 575 HP Supercharged 2.9L Whipple

2019 Mustang Cobra Jet 327
• 610 HP Supercharged 3.0L Whipple
  • Upper supercharger pulley size: (4.000) inches

2019 Mustang Cobra Jet 351
• 570 HP Supercharged 2.9L Whipple
  • Upper supercharger pulley size: (3.500) inches

SECTION 11B: FACTORY STOCK SHOWDOWN, BODY: 7 (New section after FRAME), SPOILERS (New paragraph added to BODY) (Page16) (1/28/2020)

Rear spoiler permitted must be OEM production for body and year claimed.


Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA-accepted. Cylinder-head casting must also be on NHRA runner volume list as published on NHRARacer.com. Porting, polishing, welding, epoxying, and acid-porting permitted. Grinding and polishing in combustion chamber permitted. Welding and/or applying epoxy in combustion chamber prohibited. Spark-plug hole must maintain the stock location, size, and angle as machined by the OEM; spark-plug adapters prohibited. Valve-guide centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. Valves must maintain stock angle; valve-stem angle must remain stock, +/- 1 degree. Cylinder head must be able to hold combustion chamber, intake and exhaust runner volumes per NHRA Specifications. Any aftermarket steel valve permitted; must maintain stock head and stem size; titanium valves prohibited. (OEM sodium-filled valve may be replaced with titanium, provided weight is equal to or greater than original.) Valve diameter permitted to be + .005-inch or - .015-inch from published NHRA Technical Bulletins. Angle milling of cylinder head, exhaust and intake mating surfaces permitted. Valve-cover bolt holes must remain unaltered and in their original location. Intake manifold bolt holes must remain in their original location (except SS/AH). Additional intake manifold bolts holes permitted. Spacer plates between intake manifold and cylinder head permitted. Welding or epoxying permitted on external portion of runners for repair only, maximum 2 runners per head. Heat riser passages may be blocked off from intake-manifold side of cylinder head or in exhaust port. The following are permitted: cylinder head studs, polylocks, jam nuts, screw-in or pinned studs. Any valve job accepted. Exhaust plate permitted between header and cylinder head, maximum 1/2-inch; may not protrude into exhaust port. Cylinder head may have all seats replaced.

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA-accepted. Cylinder-head casting must also be on NHRA runner volume list as published on NHRARacer.com. Porting, polishing, welding, epoxying, and acid-porting permitted. Grinding and polishing in combustion chamber permitted. Welding and/or applying epoxy in combustion
NHRA RULE AMENDMENTS

chamber prohibited. Spark-plug hole must maintain the stock location, size, and angle as machined by the OEM; spark-plug adapters prohibited. Valve-guide centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. Valves must maintain stock angle; valve-stem angle must remain stock, +/- 1 degree. Cylinder head must be able to hold combustion chamber, intake and exhaust runner volumes per NHRA Specifications. Any aftermarket steel valve permitted; must maintain stock head and stem size; titanium valves prohibited. (OEM sodium-filled valve may be replaced with titanium, provided weight is equal to or greater than original.) Valve diameter permitted to be +.005 inch or -.015 inch from published NHRA Technical Bulletins. External modifications prohibited except for the following, intake side of head may be +/- 2 degrees from OEM angle between combustion chamber surface to intake flange surface, may not be cut into any part of valve-cover fastener holes (except for SS/AH). Intake manifold fastener holes must remain unaltered in their original location. Only OEM intake fastener holes are permitted, any additional fastener holes are prohibited. Spacer plates between intake manifold and cylinder head prohibited. Valve-cover fastener holes must remain unaltered and in their original location. Welding or epoxying permitted on external portion of runners for repair only, maximum 2 runners per head. Heat riser passages may be blocked off from intake-manifold side of cylinder head or in exhaust port. The following are permitted: cylinder head studs, polylocks, jam nuts, screw-in or pinned studs. Any valve job accepted. Exhaust plate permitted between header and cylinder head, maximum 1/2 inch; may not protrude into exhaust port. Cylinder head may have all seats replaced.

SECTION 12A: SUPER STOCK, BRAKES AND SUSPENSION: 3, STEERING (New paragraph after SHOCKS) (Page 6) (1/28/2020)

Mandatory in SS/A through SS/I, SS/AH through SS/IA, FSS/A through FSS/M, and any car running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11,10:6.

SECTION 12B: SUPER STOCK/GT, CLASS WEIGHT BREAKS (Changes only to FGT; GT remains the same) (Page 12) (1/28/2020) (1/31/2020) (2/3/2020)
CLASS WEIGHT BREAKS
(based on pounds per NHRA-factored horsepower)

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<tr>
<td>FGT/B</td>
<td>6.50 to 6.99 5.50 to 5.99</td>
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<tr>
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<tr>
<td>FGT/L</td>
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<td>FGT/M</td>
<td>12.00 to 12.49 11.00 to 11.99</td>
</tr>
<tr>
<td>FGT/N</td>
<td>12.50 12.00 or more</td>
</tr>
</tbody>
</table>

21
FGT/H: 9.50 to 9.99  8.50 to 8.99
FGT/I: 10.00 to 10.49  9.00 to 9.49
FGT/J: 10.50 to 10.99  9.50 to 9.99
FGT/K: 11.00 to 11.49  10.00 to 10.49  10.99

Mandatory in GT/A through GT/G, GT/AA through GT/GA, FGT/A through FGT/J, and in any vehicle running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

Mandatory in GT/A through GT/K, GT/AA through GT/KA, FGT/A through FGT/N, and in any vehicle running 9.99 or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

Mandatory. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock trucks running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

SECTION 12D: MODIFIED STOCK, FRAME: 4, ROLL CAGE (Page 20) (12/4/2019)
Mandatory in AS through DS. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

Roll cage mandatory in SS/TA and SS/TB or any truck running 9.99 seconds or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock vehicles running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

Roll bar mandatory in SS/TC and SS/TD or any truck running 11.49 seconds or quicker. Roll cage mandatory in any truck running 9.99 seconds or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock vehicles running 8.49 or quicker. See General Regulations 4:10.

Roll cage mandatory in SS/TA and SS/TB or any truck running 9.99 seconds or quicker. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock vehicles running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.
Mandatory in AX, BX, and DX. Roll cage meeting SFI 25.4 or 25.5 is mandatory for all Super Stock cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

SECTION 14: TOP ALCOHOL DRAGSTER, FRAME: 4, HELMET SHROUD/DEFLECTOR PLATE (Page 7) (1/16/2020)
All vehicles in Top Alcohol Dragster must have a rear roll-cage shroud. A one-, two-, or three-piece shroud is acceptable. The shroud must be constructed of minimum .075-inch Grade 2 ASTM-B-265 titanium or .090-inch 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three 5/16-inch Grade 8 bolts and bosses per side, to the top with one 5/16-inch Grade 8 bolt and boss, and to the rear bars with a minimum of two 5/16-inch Grade 8 bolts and bosses per side. Bolt heads must be 1/2-inch hex-style head. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses.

NHRA-accepted helmet shrouds must be made as a one-piece shroud, a two-piece shroud, where each half must overlap; or a three-piece shroud, that includes two side shields and the center section.

All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible rollcage structure. On the bottom, the entire shroud must extend fully down to the centerline of the shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars.

When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 3/4-inch per side.

On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 3/4 inches at any point and must overlap each side a minimum of 1 1/2 inches. The side shrouds must extend to the centerline of the rear hoops.

The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop so that protective equipment cannot catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop.

A deflector plate, minimum 1/8-inch 6061 T6 aluminum or 1/16-inch steel or titanium, must be installed between roll cage and engine. The deflector plate must extend from 1 inch above top blower pulley to 1 inch below bottom pulley and be a minimum 10 inches wide from shoulder bar to highest point. On any
enclosed engine/driver configuration, a full bulkhead must be installed to completely seal driver from the engine. Minimum attachment for any plate is four 5/16-inch Grade 8 bolts. **Bolt heads must be 1/2-inch hex-style head.** See General Regulations 4:3.

All deflector plates must be stamped by manufacturer of the bulkhead to certify that the proper material was used. The stamp must be in a location for easy inspection.

**SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1)**
(12/4/2019) (2/14/2020)

**DESIGNATION**

PRO, preceded by motorcycle number.

Reserved for 1998 or later production stock-appearing, gas-burning, naturally aspirated motorcycles. Minimum weight at conclusion of run, including rider:

Harley-Davidson (must be NHRA-accepted)
(upto 160 cid; 60-degree angle, 2-valve, pushrod) - 625 640 pounds

Victory (must be NHRA-accepted)
(upto 160 cid; 60-degree angle, 2-valve, pushrod) - 625 640 pounds

American pushrod V-Twin (must be NHRA-accepted)
(upto 160 cid; 60-degree angle, 2-valve, pushrod) - 625 640 pounds

Kawasaki (must be NHRA-accepted)
(upto 107 cid, 2- or 4-valve) - 575 pounds

Suzuki (must be NHRA-accepted)
(upto 107 cid, 2-valve) - 590 pounds
(upto 107 cid, 4-valve) – 600 pounds

Suzuki (must be NHRA-accepted)
(upto 113 cid, 2-valve) - 600 pounds
(upto 113 cid, 4-valve) – 610 pounds

Once an engine is used in a motorcycle at an event, that engine Cannot be used in another motorcycle for the duration of the event. Engine shall consist of engine cases, crankshaft, block, and cylinder heads. Cases and heads will be serialized or otherwise identified at each event. NHRA reserves the right to adjust weights as performance dictates.
SECTION 17: PRO STOCK, ENGINE: 1, CYLINDER HEADS (Page 1) (12/4/2019)

Hemi, canted-valve or wedge cast heads permitted. **Billet heads prohibited.** Aftermarket heads permitted if designed and cast with OEM approval, and currently accepted by NHRA. Accepted cylinder heads: (Hemi cylinder head, part/casting number P4876833, P5155936 or part/casting number P5153447), (DRCE cylinder head, part/casting number 22530959, DRCE II cylinder head, part/casting number 24502585, DRCE III cylinder head, part/casting number 25534404 or the DRCE IV cylinder head, part/casting number 25534404F, casting number 25534404) (Ford cylinder head, part/casting number M-6049-E460, or part/casting number M-6010-JC50, or part casting number M-6010-JC51). All heads designed and cast after 2/1/1991 must include OEM part/casting number plus OEM logo identification, and must be NHRA-accepted. Any valve configuration or valve size permitted. Stock valve cover mounting surface and head height (thickness) at highest valve cover surface mandatory. Ports may be raised. Port plates permitted, may be higher than head, no wider than 1 1/2 inches, may not be recessed into head more than plate width. Plates permitted on intake or exhaust side, not both. Maximum two valves per cylinder; maximum one spark plug per cylinder.

SECTION 17: PRO STOCK, BRAKES AND SUSPENSION: 3, SUSPENSION (Page 4) (12/4/2019)

Full automobile production systems mandatory. On NHRA-accepted 4-link suspension systems, when quick-pins are used, pins must have an attachment to keep them from falling onto racing surface when not in use. One hydraulic damper, inerter, or damper inerter hybrid, required per wheel, for a maximum of four per vehicle. Fabricated units permitted. Rigid-mounted suspensions or straight front axles prohibited.

Active suspension of any kind prohibited. Any ability to make on-track setting/rate changes based on “real time” data or input from any source, including the shock/strut itself (i.e., magnetically charged fluid), is prohibited.

Electrically controlled, hydraulic shocks and/or struts are permitted, provided all adjustment settings/changes are preset before the run. **Digressive spring devices prohibited on rear springs. Digressive spring devices and digressive springs prohibited.** All shocks systems must be NHRA-accepted. Only 1 three-wire shielded cable connection is permitted from the top of the shock/strut to the shock/strut controller. Electrical connections of any other kind to or from the shock/strut prohibited. Shock/strut travel sensors permitted, but may ONLY be connected to the vehicle data recorder. Shock/strut control boxes that have connections for travel sensors must have the pin removed from the connector. Connection to serial port on control box prohibited once car reaches the ready line. All wiring must be visible and easily traceable for technical inspector. Control boxes must be NHRA-accepted. A current list of NHRA-accepted control boxes is
available on NHRARacer.com. Shock strut may have a maximum of three air lines connected to an air bottle. See General Regulations 3:4.

SECTION 17: PRO STOCK, FRAME: 4, HELMET SHROUD (Optional) (Add new section after GROUND CLEARANCE) (Page 5) (12/4/2019)
If a Funny Car style helmet shroud is used, all bolts retaining panels to the roll cage need to be a 1/2- inch hex-style head that is easily accessible with the door open. Any portions of the paneling that are not accessible with the door open must be of tongue and groove or similar style retention in order to allow removal once accessible front hex head bolts are removed.

Chassis must meet SFI Spec 25.1. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to roll cage before participation. See General Regulations 4:4, 4:11, 10:6.

A panel of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed on the inside portion of the roll cage anywhere the driver’s legs can come into contact with the cage (chassis tubing). Panels must be installed in the front and lower portion of the driver’s side X brace. Panels must attach to the interior side of the tubing, or no farther than the middle of the tubing, with “impact-type” padding attached to the panels. Padding must extend to be flush. Panels must not be attached to rocker bar (7A), Windshield/Roof bar (12A) or Main Hoop (10). Optional padding may be attached to the panels. See General Regulations 4:4, 4:11, 10:6.

For any car built after January 1, 2020 additional panel(s) of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed in the roll cage roof area. The panel(s) must, at a minimum, extend from the driver’s side roof bar to the centerline of the vehicle. Panels must be attached with tabs that are a minimum of 1/8 inch below the top of the roll cage roof tubes. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection.

For any car built prior to January 1, 2020 additional panel(s) of .032-inch aluminum, .024-inch steel, or carbon fiber must be installed in the roll cage roof area. The panel(s) must, at a minimum, extend from the driver’s side roof bar to the centerline of the vehicle. Panels may either be attached with bands or welded in tabs. The panel(s) in the Funny Car cage area must be removable for proper chassis certification inspection.

SECTION 17: PRO STOCK, INTERIOR: 6, SHEET METAL (Page 7) (12/4/2019)
Driver compartment interior must be aluminum, steel, or NHRA accepted carbon fiber. Magnesium prohibited. Sheet metal may not extend into rear window any higher than wheel tubs. Transmission case and lines must be fully enclosed in a
tunnel constructed of aluminum, steel, or carbon fiber. Trunk must be completely separated from driver compartment with firewall. See General Regulations 6:1.

SECTION 17: PRO STOCK, INTERIOR: 6, WINDOW NET (Page 7) (12/4/2019)
Window net meeting SFI Spec 27.1 mandatory. Window nets must be either ribbon or mesh type. No solid material type. Seat-belt-buckle attachment to roll cage prohibited. Window net must release with a quick-lock and or spring-loaded mechanism. Window net system must be NHRA-accepted. See NHRA Accepted Products on NHRARacer.com for a list of accepted window net systems. Mechanism for release must have red label and in visible sight for track officials to use externally. See General Regulations 6:3.

SECTION 17: PRO STOCK, ELECTRICAL: 8, MASTER CUTOFF (Page 10) (12/4/2019) (1/16/2020)
Mandatory. See General Regulations 8:4. Master cutoff system must use Modern Racing kit MR-1016-1010 and be configured as shown in diagram on www.NHRARacer.com. Rear bumper switch must be located on the driver’s side of the lower rear tail panel. The push button of the specified switch must be placed in such a manner as to give a safety official an unobstructed view of the button from the rear of the vehicle.

SECTION 17: PRO STOCK, ELECTRICAL: 8, SYSTEM AIR PRESSURE SWITCH (Page 10) (12/4/2019)
A 60 120 psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below 60 120 psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below 60 120 psi. The switch must run in series with the ignition “run enable” wire. The switch may also trigger the fuel shutoff but is not mandatory. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.

SECTION 17: PRO STOCK, DRIVER: 10, DRIVER RESTRAINT SYSTEM (Page 11) (12/4/2019)
A minimum seven-point dDriver restraint system meeting SFI Spec 16.1 or 16.5 mandatory. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

SECTION 18: FUNNY CAR, ENGINE: 1, ENGINE (Page 2) (1/28/2020)
Any internal-combustion, NHRA-accepted, reciprocating, 90-degree V-8, single-camshaft, automotive-type engine permitted. Multi and/or overhead cam configuration prohibited. Maximum 500 cid; maximum bore center spacing 4.800 inches; maximum cam centerline 5.400 inches, maximum two valves per cylinder. Only one cylinder-head design is acceptable:

- Intake valve angle of 35 degrees, + or - 1 degree
- Intake valve size maximum: 2.470 inches
- Exhaust valve size maximum: 1.925 inches
Exhaust valve angle of 21 degrees, + or - 1 degree
Combined intake and exhaust valve size maximum: 4.395 inches
Bore size: 4.1875 inches, +.004-inch
Cam Core Size: 60 mm maximum

Engine block must be forged aluminum and NHRA-accepted. Cast aluminum blocks prohibited.

Dry-sump oil system mandatory. Dry-sump system tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/restraint flexible type device. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gasket(s). The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket from extruding. An inner diaper, Taylor part number 001-ID-FC, NitroSew part number 4028, KMS Bucket 001, or DJ Safety part number 750500.

SECTION 18: FUNNY CAR, ENGINE: 1, OIL RETENTION DEVICE (Page 4) (12/4/2019)
Engine oil-retention pan mandatory. Minimum material, .050-inch aluminum or .040-inch carbon fiber/Kevlar. Pan must extend rearward of the motor plate a minimum of 3 inches to capture oil from rear main seal. Pan length from motor plate forward must extend a minimum 3 inches forward of the front face of the lower pulley but no longer than 20 inches in front of the engine block. A longer pan to provide improved oil retention is acceptable; however, pPan must not extend under driver’s seat or provide air passages that would be considered enhanced ground effects. Pan may be no wider than outside edge of the bottom framerails and must extend to the top of the upper framerails. Pan must be either a one-piece design or constructed as to be sealed as a retention device to retain oil. Must have minimum 4-inch-high bulkhead on front and minimum 2-inch-high bulkhead on rear for oil retention during acceleration and deceleration. Bulkheads must be “coved” toward oil pan to assist oil in staying within the confines of the bulkheads. A nonflammable, oil-absorbent liner mandatory inside of retention device. All holes, cracks, or other openings must be plugged to prevent oil from leaking out of oil-retention pan.

Bodies must be equipped with two independent NHRA accepted front-release locking latch assemblies. Beginning January 1, 2021 May 14, 2020 An optional an NHRA-accepted tethering system may must be installed in conjunction with the dual latching system. See Accepted Products for front latch and tethering system specifications. All front latches and tethering systems must be accepted by NHRA officials. Contact NHRA Technical Services Department for design
requirements and specifications. No part of the front-release handles may extend beyond the front overhang limit.

Bodies must be removable from a rear-release mechanism that must be accessible in the taillight panel area. The rear-release mechanism must be the pin-and-cable type with capability to remove body by pulling pin. Pin must be 3/8 inch diameter minimum. The mechanism must be unobstructed and easily visible and not located within 3 inches of any other opening. Release handle must be colored red and of T-handle design with a minimum measurement of 3 inches in length. Rear saddle must be closed design, preventing pin from coming out of saddle without pulling pin. Rear saddle brackets must use bolts with 9/16" or 1/2" hex-style heads when connecting to the chassis. 1/2" hex-style heads must be clearly marked in red. Contact NHRA Technical Services Department for acceptable design, operation, and installation.

SECTION 18: FUNNY CAR, ELECTRICAL: 8, SYSTEM AIR PRESSURE SWITCH (Page 14) (12/4/2019)
A 60 120 psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below 60 120 psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below 60 120 psi. The switch must run in series with the ignition “run enable” wire. The switch may also trigger the fuel shut off and the throttle release but is not mandatory. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.

SECTION 19: TOP FUEL DRAGSTER, ENGINE: 1, ENGINE (Page 2) (1/28/2020)
Any NHRA-accepted, reciprocating, 90-degree V-8, singlecamshaft, automotive-type engine permitted. Multi-valve and/or overhead-cam engines prohibited. Maximum 500 cid; maximum bore center spacing 4.800 inches; maximum cam centerline 5.400 inches, maximum two valves per cylinder. Only one cylinder-head design is acceptable:
- Intake valve angle of 35 degrees, + or - 1 degree
- Intake valve size maximum: 2.470 inches
- Exhaust valve size maximum: 1.925 inches
- Exhaust valve angle of 21 degrees, + or - 1 degree
- Combined intake and exhaust valve size maximum: 4.395 inches
- Bore size: 4.1875 inches, +.004-inch
- Cam Core Size (measured in block): 60 mm maximum

Engine block must be forged aluminum and NHRA-accepted. Cast aluminum blocks prohibited.
Dry-sump oil system permitted. Dry-sump tank must be mounted inside framerails. Engine must be equipped with an NHRA-accepted SFI Spec 7.1 lower engine ballistic/restraint flexible type device and SFI Spec 14.4 valve cover blanket. End rail at rear of motor must be covered with ballistic material. A positive method (flange, lip, etc.) must be attached to the intake manifold or engine block to retain both the front and rear manifold to block gasket(s). The flange/lip must extend past the surface of the gasket and be contoured to closely fit the block and manifold surfaces to prevent the gasket from extruding. An inner diaper, Taylor part number 002-ID-TF, NitroSew part number 4028, or DJ Safety part number 750500. Carbon fiber/composite oil pan prohibited.

SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, HELMET SHROUD/DEFLECTOR PLATE (Page 7) (1/16/2020)
All vehicles in Top Fuel must have a rear roll-cage shroud. A one-, two-, or three-piece shroud is acceptable. The shroud must be constructed of minimum .075-inch Grade 2 ASTM-B-265 titanium or .090-inch 4130 steel and must be shaped to conform to the roll cage. The shroud must be attached to each of the side bars with a minimum of three 5/16-inch Grade 8 bolts and bosses per side, to the top with one 5/16-inch Grade 8 bolt and boss, and to the rear bars with a minimum of two 5/16-inch Grade 8 bolts and bosses per side. Bolt heads must be 1/2-inch hex-style head; no clearance slots allowed. Tabs with bolt and nut, where the nut is welded to the tab, may be used in replace of the bosses.

NHRA-accepted helmet shrouds must be made as a one-piece shroud, a two-piece shroud, where each half must overlap; or a three-piece shroud, that includes two side shields and the center section.

All shrouds must fully encapsulate the rear braces and the secondary roll-cage hoop on the sides and top; when viewed from the rear, the shroud must cover the complete visible rollcage structure. On the bottom, the entire shroud must extend fully down to the centerline of the shoulder hoop; on the top and sides, the entire shroud must extend fully forward to at least the centerline of the side bars.

When the shroud is fabricated as a two-piece unit, the components must overlap a minimum of 3/4-inch per side.

On a three-piece shroud, the center/rear section of the shroud may stand off from/behind the side pieces by no more than 3/4 inches at any point and must overlap each side a minimum of 1 1/2 inches. The side shrouds must extend to the centerline of the rear hoops.

The shroud must be installed flush with or be filled/sealed to the upper roll-cage bars and shoulder hoop so that protective equipment cannot catch between the shroud and the roll-cage components. Absolutely no components may be mounted to the helmet shroud or deflector plate above the top of the shoulder hoop.
A deflector plate, minimum 1/8-inch 6061 T6 aluminum or 1/16-inch steel or titanium, must be installed between roll cage and engine. The deflector plate must extend from 1 inch above top blower pulley to 1 inch below bottom pulley and be a minimum 10 inches wide from shoulder bar to highest point. On any enclosed engine/driver configuration, a full bulkhead must be installed to completely seal driver from the engine. Minimum attachment for any plate is four 5/16-inch Grade 8 bolts. Bolt heads must be 1/2-inch hex-style head. See General Regulations 4:3.

All deflector plates must be stamped by manufacturer of the bulkhead to certify that the proper material was used. The stamp must be in a location for easy inspection.


A 60 120 psi normally open-air switch must be installed to prevent the car from starting if system air pressure is below 60 120 psi. In the event the car is losing air pressure during a run, the switch must open when system air pressure goes below 60 120 psi. The switch must run in series with the ignition “run enable” wire. The switch may also trigger the fuel shutoff and the throttle release but is not mandatory. The switch must be wired to not remove power from the Electrimotion Safety Device at any time.