



2025 TO 2026 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE LAST DIGITAL RELEASE OF THE 2025 NHRA RULEBOOK)

***2026 RULE CHANGES BECOME EFFECTIVE
JANUARY 1, 2026***

INITIAL RELEASE: 11/21/2025

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SECTION 6: PRO MOD, ENGINE: 1, ENGINE (Page 2) (11/21/2025)

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 4.840 inches, 5.000 inches on all other turbocharged entries.~~ Maximum bore center on supercharged and turbocharged billet hemi cylinder-head entries is 4.900 inches, 5.000 inches on all other supercharged and turbocharged 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: PRO MOD, ENGINE: 1, TURBOCHARGER (Page 3) (11/21/2025)

Twin turbochargers limited to 88mm each. Turbocharger size will be verified by measuring the housing bore at the leading edge of the impeller wheel. The maximum diameter of the housing bore at the leading edge of the wheel may not exceed 2mm more than the maximum allowable turbocharger size permitted. All turbochargers must meet SFI Spec 61.1. Air-to-air or water-to- air intercoolers prohibited.

Boost controller manufactured by Hyperactive Performance Solutions, part No. PMBL mandatory. ~~No other boost controller or form of boost control permitted.~~ Must be installed per manufacturer's instructions as documented on NHRARacer.com: NHRA Accepted Products, NHRA Accepted Product Specifications, Pro Mod, Hyperkontrol Boost System Installation and Operation Manual. A secondary boost controller permitted, but must not alter the ability for the Hyperactive controller to properly function. Any modification to or any attempt to disable or defeat the boost controller is prohibited. Any attempt to corrupt or delete data associated with the boost controller is prohibited. Maximum boost may only be set by NHRA officials.

Boost Pressure Limit: 34psi

SECTION 6: PRO MOD, BRAKES AND SUSPENSION: 3, WHEELIE BARS (Page 7) (11/21/2025)

Permitted. Maximum 104 inches as measured from centerline of rear-end housing to center of wheelie-bar wheel. Wheels must be nonmetallic. A spring/damper is permitted on wheelie bars but must not be able to be manipulated during run. See General Regulations 3:6.

SECTION 6: PRO MOD, BODY: 7, HOOD SCOOP & INJECTOR SCOOP (Page 10) (11/21/2025)

Hood scoops permitted. May not extend above the roof line. Must be finished and painted to follow body paint scheme. Sensors, transducers, vents, wiring, hoses, etc. prohibited inside hood scoop. Nitrous-assisted entries must utilize either a hood scoop or cowl hood to completely cover carburetors. Throttle bodies only may be exposed on fuel-injected nitrous-assisted entries. On supercharged entries, injector scoop may not extend more than 16 inches forward of the center of the forward engine cylinder, may not extend more than 10 inches behind the center of the rear engine cylinder, and the top of the injector scoop may not be more than ~~4.50~~ 3.50 inches above the roof. Beginning May 19, 2023, each throttle blade must have a contrasting color located on the forward outside face. The throttle blades must be clearly identified from a distance and cannot be all black. Contrasting colors can be represented by a sponsor's logo, color of the throttle blades, decals placed on throttle blade, etc.

SECTION 6: PRO MOD, SUPPORT GROUP: 9, EVENT DATA RECORDER (remove section) (Page 11) (11/21/2025)

~~Properly installed and operational PRC Systems Event Data Recorder (part number EDR1.0 or EDR2.0) and PRC Systems Wire Assembly (part number WA1.0 or WA2.0) permitted. The PRC Systems Event Data Recorder and Wire Assembly should be installed per the manufacturer's instructions.~~

SECTION 6: PRO MOD, SUPPORT GROUP: 9, PRESSURIZED BOTTLES (Page 11) (11/21/2025)

Maximum one pressurized container per vehicle excluding nitrous, fresh-air system bottles, and stand-alone safety system bottle. If you choose to use a stand-alone safety system bottle, all safety components that use air must be controlled from the stand-alone bottle. A system air pressure shutoff switch must be installed on the stand-alone bottle (see System Air Pressure Shutoff Switch for installation requirements). See General Regulations 9:8.

SECTION 11B: FACTORY STOCK SHOWDOWN, ENGINE: 1, CYLINDER HEADS (Page 16) (11/21/2025)

Must be correct casting number for year engine combination claimed, per NHRA Technical Bulletins and NHRA accepted. CNC porting of Intake runner, exhaust runner, and combustion chamber is permitted. Changing the configuration of the Combustion Chamber is prohibited. Welding, epoxying any part of the intake, exhaust port is prohibited. Spark-plug hole must maintain stock location, size, and angle as machined by the OEM: spark plug adapters prohibited. Intake and exhaust manifold adapter plates prohibited. Valve-guide centerlines must

maintain the stock lateral and front-to-back location as machined by the OEM. 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 NHRARacer.com. External modifications beyond normal repair prohibited. Cylinder head may be machined for cylinder pressure monitoring systems, sensors must be removed and holes plugged during competition. Final acceptance as determined by NHRA in NHRA's sole and absolute discretion. Intake side of head may not be cut into any part of valve cover bolt holes or intake mounting holes. Valve-cover bolt holes must remain unaltered and in their original location. 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 head prohibited.

SECTION 11B: FACTORY STOCK SHOWDOWN, DRIVETRAIN: 2, TRANSMISSION, AUTOMATIC (Page 18) (11/21/2025)

Any model transmission, same make as car, with a maximum of three forward speeds. Transmission case must be OEM or aftermarket OEM replica from a standard, automotive application as found in the Official NHRA Stock Car Classification Guide. Aftermarket case must meet SFI Spec. 4.1. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Shifting with the use of pneumatic, electric, hydraulic, etc. is prohibited. Lockup converters of any kind are prohibited. Manually adjustable line pressure control systems permitted, must be preset before run. Wires for a trans brake, line lock, starting line enhancer (bump box), wheel speed, driveshaft speed or GPS signal to transmission prohibited. Deepened stock or aftermarket transmission oil pans permitted. Functional neutral safety switch mandatory. Transmission brake prohibited. Starting line staging devices are prohibited. Tailshaft modifications for bushing replacement, or NHRA accepted aftermarket tailshaft permitted. Must be equipped with a transmission shield meeting SFI Spec 4.1. Any car running quicker than 9.99, SFI 29.1 automatic transmission flexplate and SFI 30.1 flexplate shield mandatory. See General Regulations 2:12, 2:14

SECTION 13L: COMP, MODIFIED PRODUCTION (Page 58) (11/21/2025) Requirements and specifications for Modified Production classes are the same as those for Comp - Section 13 - with the following exceptions:

DESIGNATIONS A/MP, B/MP, C/MP, D/MP, E/MP, preceded by car number.

Reserved for factory production-built cars 1981 and earlier with automobile production engines. Body, drivetrain, chassis, etc. may not be altered, modified, or relocated except as outlined in Requirements & Specifications. Minimum wheelbase: 96 inches.

Classes of competition within Modified Production are for non-supercharged cars. Class determined by total car weight (including driver) divided by total engine displacement (cubic inches). Front-wheel-drive conversions prohibited.

CLASSES

A/MP: 7.50 to 8.49 pounds per cubic inch; 2,650-pound minimum

B/MP: 8.50 to 9.49 pounds per cubic inch; 2,750-pound minimum

C/MP: 9.50 to 10.49 pounds per cubic inch; 2,850-pound minimum

D/MP: 10.50 to 11.49 pounds per cubic inch; 2,950-pound minimum

E/MP: 11.50 to 12.49 pounds per cubic inch

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

CARBURETOR

Two NHRA-accepted American-production 4-barrel or three American production 2-barrel carburetors maximum. Inline 4-barrel carburetor prohibited.

CYLINDER HEADS

V-8 splayed valve permitted in A and B, canted or inline in C through E. All heads must be NHRA-accepted, two valves per cylinder. Aftermarket aluminum cylinder heads permitted (no billet). Any valve size permitted, valves may be tilted and/or canted. Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Spark plug holes must be in the NHRA-approved location. Angle milling and/ or rolling permitted. The valve cover rail may be modified.

ENGINE

Must be standard, naturally aspirated, automobile production engine, same make as car; year and model optional. Aluminum blocks are prohibited. One engine only. Raising engine prohibited. OEM bore center spacing mandatory. Maximum bore center for Small Block Ford 4.400, Small Block Mopar 4.480, Small Block Chevy 4.420. Rear-engine location prohibited unless originally produced as rear-engine car and original engine has been retained. Engine may be set back, provided all rules as outlined under FIREWALL are followed. Harmonic balancer meeting SFI Spec 18.1 mandatory. See General Regulations 1:2.

FAN, GENERATOR, WATER PUMP

Use of "smog pump" or air pump for crankcase evacuation permitted.

FUEL SYSTEM

Any mechanical fuel pump and/or two electric fuel pumps permitted. Must be installed outside of passenger area, away from tires and suspension. Electric pump must shut off with car's ignition switch. Fuel lines may be changed to any size metallic line with in-line fuel filters and pressure regulators permitted; a maximum 12 inches of rubber lines for vibration connections is permitted. One cool can permitted. See General Regulations 1:5.

OIL SYSTEM

External single-stage oil pump permitted.

RADIATOR

May be moved to permit installation of longer engine. Radiator splash pans may be cut for clearance.

DRIVETRAIN: 2

REAR END

Any automotive type permitted. See General Regulations 2:11.

TRANSMISSION, AUTOMATIC

Prohibited

TRANSMISSION, MANUAL

Aftermarket transmission permitted; minimum three, maximum five, forward speeds. All gear changes must result from direct action by the driver. Pneumatic, hydraulic, electric, etc. shifters prohibited. Clutchless transmissions permitted. Planetary transmission prohibited. See General Regulations 2:12.

CLUTCH, FLYWHEEL, FLYWHEEL SHIELD

See General Regulations 2:3, 2:5, 2:9

BRAKES & SUSPENSION: 3

SUSPENSION, FRONT

Must retain complete stock front-suspension system or utilize an NHRA-accepted front suspension. Lower control arm may be machined for larger shock diameter and mount. Aftermarket steering permitted. See General Regulations 3:4.

WHEELIE BARS

May be 54 inches long or to rear bumper, whichever is longer.

FRAME: 4

BUMPER

The front and rear bumpers must be attached to the chassis using the OEM impact bars. The bracing of the rear bumper can be reinforced by using aftermarket tubing and be attached to the rear frame section and body panels to retain exterior factory appearance. Inside front and rear bumpers must retain factory appearance. Covering of cavities prohibited. Rear bumper cover only (i.e., not the bumper) may be notched or slotted for clearance around wheelie bars. Opening maximum is to allow for wheelie-bar movement only. Removal of rear bumper cover or trimming rear bumper cover the full width of wheelie bar prohibited.

FRAME

Must be stock automobile frame for body used. Rear frame may be moderately relocated for tire clearance. Rear subframe may be constructed of 2-inch x 3-inch x 1/8-inch or 1 5/8-inch by .118-inch (mild steel) or .083-inch (chromoly or Docol R8) round tubing wall thickness and must be installed at original height. Crossmembers may be modified or fabricated only for transmission swaps, shock absorber and traction-bar installation. Front-to-rear frame-strengthening members may be added to any unibody-constructed car. May be up to 2-inch x 3-inch rectangular or 2 1/2-inch round material with .120-inch maximum wall thickness and located in a straight line between front and rear subframes. If material passes through floor, floor must be welded to member, leaving no holes in floor.

PARACHUTE

Mandatory in A and B. See General Regulations 4:8.

ROLL CAGE

Mandatory. Roll cage meeting 25.5 is mandatory for all cars running 8.49 or quicker. See General Regulations 4:4, 4:11, 10:6.

WHEELBASE

Must retain stock wheelbase +/- 3/4-inch for body used. Minimum 96 inches. Maximum wheelbase variation from left to right: 1 inch.

TIRES & WHEELS: 5

TIRES

Any size slicks permitted. Inner wheelwells in rear may be altered. Outside of tire must be within 3 inches of inside of fender at widest point of fender. See FENDERS for restrictions. See General Regulations 5:1.

WHEELS

Aftermarket wheels may be used front and rear. Lightweight automotive-type wire wheels and motorcycle wheels prohibited. The front wheel must be mounted using an OEM configuration. Spindle-mount configurations prohibited. Minimum

wheel size: 13 inches unless car was originally equipped with smaller wheels and is using original engine. See General Regulations 5:2.

INTERIOR: 6

DASH

Dash must remain as-built OEM, but may be removable. Removable dash must be securely attached, and any non-factory fasteners must be concealed to retain factory appearance. Aftermarket or non-OEM dash prohibited.

UPHOLSTERY

Must have full factory-type upholstery, including factory-type carpet and door panels. Interior gutting prohibited. Replacement door panels permitted, but must be fully upholstered to retain OEM appearance. Carpet must cover entire floor and any floor chassis/frame components in the floor area within the driver's compartment.

WINDOW NET

An SFI 27.1 window net is mandatory. See General Regulations 6:3.

BODY: 7

BODY

Limited to Production sports car, 2-door sedan or hardtop passenger car body. Body must not be altered in height, width, length, or contour. Front overhang must retain stock dimension +/- 1 inch. Use of fiberglass restricted to hood (see HOOD). Other lightweight components prohibited. Cars must have fully operative mechanical door handles to permit entry/exit from either side. Raising body and/or frame to gain weight transfer prohibited. Rear rocker panel must not be higher than centerline of rear axle.

FENDERS

Front and rear fenders may be opened for larger tires. Tire tread and wheel rim must be inside stock body or fender lines. Flaring or bulging fenders for wider tires prohibited. All radiused fenders must be re-rolled. See General Regulations 7:3.

FIREWALL

Firewall may be recontoured for distributor clearance only, and must be properly refinished. The lower portion of the OEM firewall may be replaced with steel of equal or greater thickness than OEM. Firewall must be in the original location. A complete one-piece steel firewall that resembles OEM may be installed, welded in place, and sealed from the driver compartment. The firewall must extend to and attach to the floor. All motor plates, mid-plates, etc. must be separate from and may not be attached to the firewall. Engine must not touch firewall. Firewall coverings prohibited. See General Regulations 7:4.

FLOOR

Stock mandatory. Floor-mounted clutch/brake pedals permitted. Headers must fit under stock floor location. The stock framrails from the firewall to the radiator support must retain stock attachment configuration, stock location, and stock dimensions. Frame may be notched for header clearance. See General Regulations 7:5.

HOOD

Mandatory; fiberglass permitted. Carburetors must be completely covered by hood, bubble or scoop, one opening only, which must be part of car hood. Hood latches, hinges, springs, and brackets may be removed. Tilt or removable front ends prohibited.

SPOILERS

Front spoiler must be automotive production for body used. Aftermarket rear spoiler limited to maximum length 6 inches as measured from deck lid to spoiler transition point, to rear edge of spoiler. May be no wider than deck lid. Maximum height of spill plate, 4 inches. If aftermarket spoiler is used, any OEM spoilers must be removed.

WINDSHIELD, WINDOWS

Windows must be closed during competition; need not be operative. Window-operating mechanism may be removed. See General Regulations 7:8.

ELECTRICAL: 8

DISTRIBUTOR

Any battery-powered ignition system permitted. See General Regulations 8:3.

DRIVER: 10

CREDENTIALS

Valid NHRA competition license mandatory. See General Regulations 10:4.

HELMET

For all cars, a full-face Snell: M2015, M2020, SA2015, SA2020, FIA: 8860-2010, 8859-2015, 8859-2024 or 8860-2018 helmet and shield mandatory (goggles prohibited). See General Regulations 10:7.

PROTECTIVE EQUIPMENT

Jacket and pants meeting SFI Spec 3.2A/5 or 3.4/5 mandatory. SFI Spec 3.3/1 gloves mandatory in any vehicle running 9.99 or quicker. See General Regulations 10:8, 10:10.

SECTION 14: TOP ALCOHOL DRAGSTER, DESIGNATION (Page 1)
(11/21/2025)

TAD, preceded by car number.

Reserved for supercharged methanol, injected nitromethane, or supercharged nitromethane (beginning January 1, ~~2026~~ 2027) dragsters built specifically for drag racing competition. Cars are weighed at the conclusion of a run, including driver.

SECTION 14: TOP ALCOHOL DRAGSTER, ENGINE: 1, THROTTLE (Page 4)
(11/21/2025)

Supercharged combinations or any combination with throttle blade that are visible from a distance, must have a contrasting color located on the forward outside face. The throttle blades must be clearly identified from a distance and cannot be all black. Contrasting colors can be represented by a sponsor's logo, color of the throttle blades, decals placed on throttle blade, etc.

Throttle-actuating method on rear-engine cars must be protected where it passes blower drive. Throttle control must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. Dual throttle springs, one on each end of all injector throttle shafts that extend through both ends of the injector body, mandatory. A mechanical device for controlling engine rpm during burnouts may be attached to the injector or throttle linkage but may not be driver-controlled. See General Regulations 1:12.

SECTION 14B: SUPERCHARGED NITRO DRAGSTER, (Page 13) (11/21/2025)

Beginning January 1, ~~2026~~ 2027

NO Custom parts specific to this combination allowed without written consent from the NHRA Technical Department.

Requirements and specifications for the Blown Nitro combination are the same as those for Top Fuel - Section 19 - with the following exceptions:

SECTION 15: TOP ALCOHOL FUNNY CAR, ENGINE: 1, THROTTLE (Page 4)
(11/21/2025)

Supercharged combinations or any combination with throttle blade that are visible from a distance, must have a contrasting color located on the forward outside face. The throttle blades must be clearly identified from a distance and cannot be all black. Contrasting colors can be represented by a sponsor's logo, color of the throttle blades, decals placed on throttle blade, etc.

Throttle control must be manually operated by driver's foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. Dual throttle springs, one on each end of all injector throttle shafts that extend through both ends of the injector body, mandatory. A mechanical device for controlling engine rpm during burnouts may be attached to the injector or throttle linkage but may not be driver-controlled. See General Regulations 1:12.

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1) **(11/21/2025)**

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:

S and S (must be NHRA-accepted)

Gen 1 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – 625 pounds

Gen 2 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – ~~640~~ 635 pounds

Gen 1/ Gen 2 Hybrid (Gen 2 case or head) – ~~640~~ 635 pounds

VTwin: VH160VT

(up to 160 cid; 60-degree angle, 2-valve, pushrod) – 625 pounds

Kawasaki (must be NHRA-accepted)

(up to 107 cid, 2- or 4-valve) – 575 pounds

Suzuki (must be NHRA-accepted)

(up to 107 cid, GS based, 2-valve) – 560 pounds

(up to 107 cid, GS based, 4-valve), Suzuki head only – 610 pounds

(up to 107 cid, GS or GSX based, 4-valve V&H head) – 640 pounds

(up to 107 cid, GS or GSX based, 4-valve Monster head) – 605 pounds

GSX based is limited to 107 cid. Maximum.

Suzuki GSX combinations must use Suzuki case p/n 11301-42810

Suzuki (must be NHRA-accepted)

(up to 113 cid, 2-valve) – 570 pounds

(up to 113 cid, 4-valve V&H head) – 660 pounds

(up to 113 cid, 4-valve Monster head) – 625 pounds

NHRA reserves the right to adjust weights as performance dictates.

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.

Serial number or identification mark on cases must be visible with body removed.

Any competitor who causes an oildown while participating at an NHRA Mission Foods event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

Electronic fuel injection permitted. EFI entries must have an NHRA- accepted ECU, software, and firmware. Only one fuel injector allowed per each cylinder. All inputs/outputs, sensors, transducers, and wiring related to the fuel-injection system and ignition system must be NHRA-accepted and used in an unaltered manner. Contact the NHRA Technical Department for an approved list of sensors, inputs/outputs, and wiring. A current list of NHRA-accepted electronic-fuel-injection systems, firmware, and additional system clarification is available on NHRARacer.com.

SECTION 16: PRO STOCK MOTORCYCLE, BRAKES & SUSPENSION: 3, BRAKES (Page 3) (11/21/2025)

Hydraulic type, front and rear, mandatory. Braided steel brake lines mandatory. Brake lines must be routed and mounted to ensure no contact with moving parts. Aluminum brake rotors prohibited. Automated brakes prohibited; application and release of brakes must be a function of the rider. Two rotor, minimum 8-inch diameter, 3/16-inch thickness front brakes permitted mandatory; all rotor thickness tolerance +/- .010-inch from accepted 3/16-inch thickness. Minimum size: 10-inch diameter, 3/16-inch thickness for single rotor; 8-inch diameter, 3/16-inch thickness for dual rotor. Rear brake rotor minimum 10-inch diameter, 3/16-inch thick with single rotor front brake; 8 1/2-inch diameter, 3/16-inch thick with dual rotor front brake. Maximum hole size .500 inches with all holes countersunk. No two holes closer than 1.25-inch center to center. Fork brace mandatory on all single rotor motorcycles. All brake systems must be NHRA accepted aftermarket. Scalping, notching, etc. of brake rotors prohibited; i.e., brake rotors must maintain a constant minimum outside diameter. See General Regulations 3:1.

SECTION 17: PRO STOCK, ENGINE: 1, ENGINE (THIRD PARAGRAPH) (Page 7) (11/21/2025)

All large components (valve covers, intake manifolds, headers, heads, blocks, etc.) and all moving engine components are restricted to aluminum, steel, iron, titanium, magnesium, or other conventional alloys; carbon fiber, Kevlar, ceramics, composites, beryllium, or other exotic materials prohibited.

SECTION 17: PRO STOCK, TIRES & WHEELS: 5, TIRES (Page 7)
(11/21/2025)

Restricted to Goodyear-only tires, as specified by NHRA P/N 2433, 33.5x17-16: liners prohibited. Clearance from outside of front tire to inside of fender at closest point not to exceed 4 inches. Rear clearance 5.5 inches from outside of tire to inside of fender at widest point. Maximum height of front tire is 25 inches. See General Regulations 5:1.

SECTION 18: FUNNY CAR, DESIGNATION (SECOND PARAGRAPH) (Page 1)
(11/21/2025)

Reserved for supercharged, fuel-burning Funny Cars built specifically for drag racing competition. Minimum weight at conclusion of run: ~~2,600~~ 2650 pounds, including driver.

SECTION 18: FUNNY CAR, ENGINE: 1, INTAKE MANIFOLD (Page 4)
(11/21/2025)

Accepted setback manifolds: AJPE Stage III 25A-103 or 25A-110, JFR FAM1174 and TBS-500. All other setback manifolds prohibited. Non-setback manifolds permitted if approved by NHRA.

Manifold to Supercharger studs must be manufactured per NHRA specifications. Refer to NHRARacer.com for minimum requirements. Manifold to Manifold studs can be solid magnetic steel. If using the TBS-500 a tether is required connecting the two halves of the manifold. A current list of NHRA-accepted manifold restraints is available on NHRARacer.com.

Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. Any active burst panel(s) must be covered with a safety shutoff tether. Minimum of 2 separate hold down or tether anchor points must be used to attach or contain tether over each burst panel. Tether must be installed to minimize the distance between the face of the burst panel and the tether cable/ connector. A minimum of 1 tether connection must be installed over the face of each burst panel. Tape can be used over the tether connection to prevent accidental separation if kept to a minimum.

Only one burst panel per opening allowed. When using AJPE Stage III 25A-103 manifold, one or both of the 10.75 square-inch round openings may be blocked off. Only one round opening may be blocked off when using AJPE Stage III 25A-110.

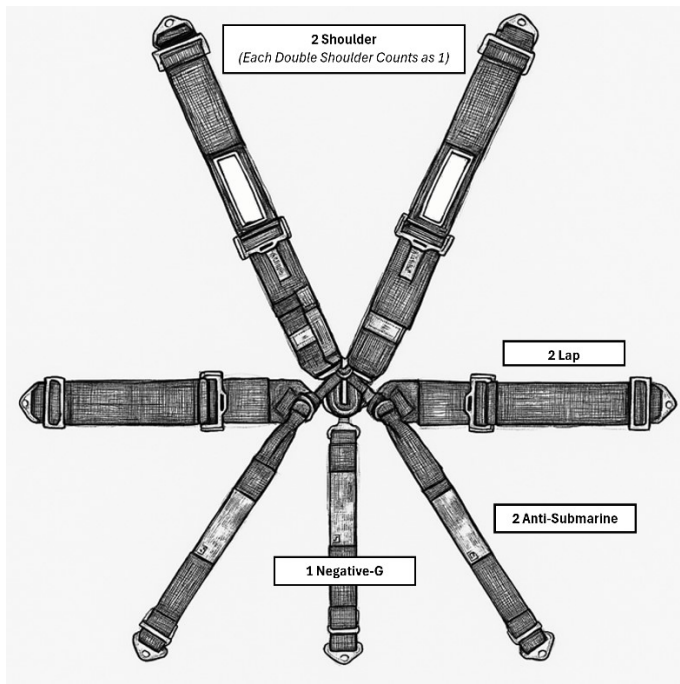
When a block off plate is utilized on any round opening, a minimum of 12 each (24 each effective July 1, 2023) 1/4-20 steel studs with locking nuts must be utilized to secure the blocking plate(s) to the manifold. General Regulations 1:10.

SECTION 18: FUNNY CAR, TIRES & WHEELS: 5, WHEELS (Page 10) (11/21/2025)

Front wheels meeting SFI Spec 15.2 mandatory. Beadlock 16x 16-inch rear wheels meeting SFI Spec 15.4 mandatory; inner bead minimum 14 3/4 inches (+/- 1/8-inch). Beadlock rear wheels with inner liner beads prohibited. Maximum 1 valve stem per wheel. All rear wheels must be drive hub type and must mate with required drive type hub. Any modifications and/or lightening, unless performed by the manufacturer, prohibited. Must be completely isolated from driver compartment. Wire wheels prohibited. Rear and/or front wheel discs or covers prohibited. Wheels must conform to applicable tire- manufacturer requirements. Any modifications and/or lightening prohibited. Titanium wheel studs prohibited, must be magnetic steel. Starting January 1st, 2026, Rear wheel lug nuts must be magnetic steel.

SECTION 18: FUNNY CAR, DRIVER: 10, DRIVER RESTRAINT SYSTEM (Page 14) (11/21/2025)

Starting July 1st, 2027, a minimum of 7-points (2 Shoulder, 2 Lap, 2 Anti-submarine, & 1 Negative G) driver restraint system meeting SFI Spec 16.6 mandatory. Double shoulder belts (when used) each count as 1-point for mounting. See illustration for 7-Point reference.



Until then, a minimum 7-point driver restraint system meeting SFI Spec 16.1, 16.5, or 16.6 is required-mandatory. All Shoulder, Lap, Negative-G, and Anti-Submarine belts must be mounted and or wrapped to a permanent frame or chassis tube.

When wrapped around a frame or chassis tube, the belt must be properly aligned toward the direction of pull.

When fastened with driver in position, absolutely no "folds" are permitted in any belt(s). ~~Wrapping of belt(s) around framerail or chassis tube prohibited.~~

~~All shoulder, lap, and leg straps~~ Belts must be mounted to the chassis via mounting brackets that are bolted or welded to the chassis per the manufacturer's instructions permitted. If bracket is bolted through framerail or chassis tube, hole in framerail or chassis tube must be bushed, with bushing completely welded to tube.

Whether mounted directly to frame or to a tab welded to the frame, mounting bracket attachment bolt must be in double shear and of shoulder bolt design, so as to permit the bracket to pivot and align toward the direction of pull.

Shoulder belts must utilize two individual straps, each with its own mount and mounting point.

All belts must be covered with a fire-resistant covering starting from the mounting point going to the belt adjuster. ~~Seat belt mounting points must be covered with either sheet metal or an acceptable fire-resistant material.~~ Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

SECTION 19: TOP FUEL DRAGSTER, ENGINE: 1, FUEL SYSTEMS (Page 4) **(11/21/2025)**

Fuel lines must be isolated from driver compartment by a subfloor or housing when engine is located in rear and fuel tank is in front of driver. Fuel gauge lines in the driver compartment must be steel braided with steel fittings.

Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom framerail. No fuel may be routed through any frame member on any car. Fuel cells permitted. Fuel tanks must be made from aluminum. Each body must be equipped with an access door, hole, etc. allowing access to the fuel tank cap to be removed for fuel check. When a hinged door is used it must have a locking mechanism to keep it closed.

All fuels other than nitromethane and methanol prohibited. Artificial cooling and/or heating of fuel prohibited. Nitromethane content restricted to 90% maximum.

Fuel-pump inlet must be of double barb design. All fuel-inlet fittings must be double-barb or double bead design and secured with double clamps. Fuel block,

down nozzle, and manifold nozzle lines must be located so as to be clear of exit air pressure from manifold burst panel.

All flexible fuel pressure lines, with the exception of the hat nozzle lines, must be pressure tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester I.D. Labeling must be impervious to nitromethane and brake clean. See General Regulations 1:6.

SECTION 19: TOP FUEL DRAGSTER, ENGINE: 1, INTAKE MANIFOLD (Page 4) (11/21/2025)

Accepted setback manifolds: AJPE Stage III 25A-103 or 25A110, JFR FAM1174 and TBS-500. All other setback manifolds prohibited. Non-setback manifolds permitted if approved by NHRA.

Manifold to Supercharger studs must be manufactured per NHRA specifications. Refer to NHRARacer.com for minimum requirements. Manifold to Manifold studs can be solid magnetic steel. If using the TBS-500 a tether is required connecting the two halves of the manifold. Front manifold restraint meeting SFI 14.5 mandatory on JFR FAM1174 intake manifolds. A current list of NHRA-accepted manifold restraints is available on NHRARacer.com.

Manifold burst panel(s) meeting SFI Spec 23.1 mandatory. Any active burst panel(s) must be covered with a safety shutoff tether. Minimum of 2 separate hold down or tether anchor points must be used to attach or contain tether over each burst panel. Tether must be installed to minimize the distance between the face of the burst panel and the tether cable/ connector. A minimum of 1 tether connection must be installed over the face of each burst panel. Tape can be used over the tether connection to prevent accidental separation if kept to a minimum.

Only one burst panel per opening allowed. When using AJPE Stage III 25A-103 manifold, one or both of the 10.75 square-inch round openings may be blocked off. Only one round opening may be blocked off when using AJPE Stage III 25A-110.

When a block off plate is utilized on any round opening, a minimum of 12 each (24 each effective July 1, 2023) 1/4-20 steel studs with locking nuts must be utilized to secure the blocking plate(s) to the manifold. See General Regulations 1:10.

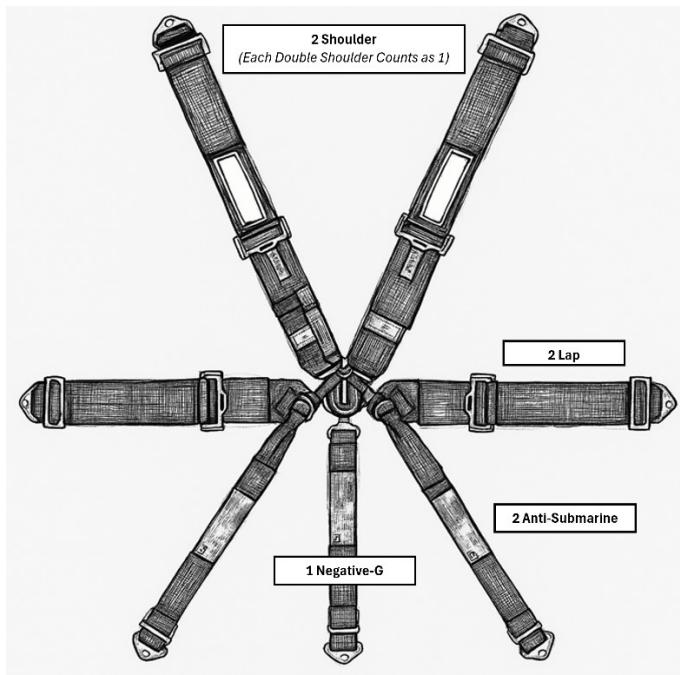
SECTION 19: TOP FUEL DRAGSTER, TIRES & WHEELS: 5, WHEELS (Page 10) (11/21/2025)

Front wheels meeting SFI Spec 15.2 mandatory. Beadlock 16x16-inch rear wheels meeting SFI Spec 15.4 mandatory; inner bead minimum 14 3/4 inches

(+/- 1/8-inch). Beadlock rear wheels with inner liner beads prohibited. Maximum 1 valve stem per wheel. All rear wheels must be drive hub type and must mate with required drive type hub. Any modifications and/or lightening, unless performed by the manufacturer, prohibited. Wire wheels prohibited. Rear and/or front wheel discs or covers prohibited. Wheels must conform to applicable tire-manufacturer requirements. Minimum diameter on front wheels 17 inches. Any modifications and/or lightening prohibited. Titanium wheel studs prohibited, must be magnetic steel. Starting January 1st, 2026, Rear wheel lug nuts must be magnetic steel.

SECTION 19: TOP FUEL DRAGSTER, DRIVER: 10, DRIVER RESTRAINT SYSTEM (Page 16) (11/21/2025)

Starting July 1st, 2027, a minimum of 7-points (2 Shoulder, 2 Lap, 2 Anti-submarine, & 1 Negative G) driver restraint system meeting SFI Spec 16.6 mandatory. Double shoulder belts (when used) each count as 1-point for mounting. See illustration for 7-Point reference.



Until then, a minimum 7-point driver restraint system meeting SFI Spec 16.1, 16.5, or 16.6 is required mandatory. All Shoulder, Lap, Negative-G and Anti-Submarine belts leg straps must be mounted and or wrapped to a permanent frame or chassis tube.

When may be wrapped around a frame or chassis tube, provided the belt must be is properly aligned toward the direction of pull.

When fastened with driver in position, absolutely no “folds” are permitted in any belt(s).

~~Otherwise, all B~~belts ~~must be~~ mounted to the chassis via mounting brackets that are bolted or welded to the chassis per the manufacturer's instructions permitted. If bracket is bolted through framerail or chassis tube, hole in framerail or chassis tube must be bushed, with bushing completely welded to tube.

Whether mounted directly to frame or to a tab welded to the frame, mounting bracket attachment bolt must be in double shear and of shoulder bolt design, so as to permit the bracket to pivot and align toward the direction of pull.

Shoulder belts must utilize two individual straps, each with its own mount and mounting point.

All belts must be covered with a fire-resistant covering starting from the mounting point going to the belt adjuster. Restraint system must be updated at two-year intervals from date of manufacture. See General Regulations 10:5.

SECTION 21: GENERAL REGULATIONS, DRIVETRAIN: 2, 2:6 FLYWHEEL SHIELD & MOTOR PLATE: GENERAL (Page 13) (11/21/2025)

The use of aluminum bellhousing is permitted in all categories and applications. The aluminum bellhousing must meet applicable SFI Specifications. Absolutely no modifications to as-manufactured design are permitted on SFI Spec 6.1, 6.2, or 6.3 flywheel shields and/or liners. An SFI Spec 6.1W bellhousing is also acceptable wherever an SFI Spec 6.1 bellhousing is mandatory or permitted. ~~All 6.2 and 6.3 titanium bell housings must be reinspected and recertified yearly. SFI 6.1 titanium and aluminum bell housings and SFI 6.2 or 6.3 steel bell housings must be reinspected and recertified every two years (or as specified by the manufacturer).~~ SFI 6.1 bell housings must be reinspected and recertified every five years (6.1). Where SFI Spec bell housings are mandatory, all applicable liners, large mounting fasteners, motor plates, etc., as required by SFI Specs or the manufacturer, must be properly installed. ~~For all new flywheel shields and for all flywheel shields certified or recertified after Nov. 14, 2012, a~~ All liners must be flush with the motor plate; liners may be notched for starter gears/ snouts.

Where an SFI 6.1 or 6.3 bellhousing is mandatory, a full, one piece motor plate is also mandatory at the rear of the engine block. The motor plate must be constructed of steel or 6061T6, 7075-T6 or 2024-T3 wrought heat-treated aluminum alloy plate, minimum 1/8-inch thick for 6.1 applications, minimum 3/16-inch thick for 6.3 applications. In addition to the fastener requirements noted below, the SFI 6.3 flywheel shield must be fastened to the motor plate with four 1/2-inch-diameter Grade 5 shoulder bolts or high strength steel (or titanium) fasteners and nuts, one in each quadrant. Where an SFI 6.2 bellhousing is mandatory, see Section 2:8 for motor plate and fastener requirements.

The flywheel shield must be fastened to the engine and motor plate with a full complement (all available engine bolt holes or as specified by the manufacturer)

of Grade 8 bolts or high strength studs. The use of Allen bolts to fasten the shield to engine or motor plate, to fasten covers, etc. is prohibited. All bolts (not studs or nuts) used for flywheel shield mounting, covers, etc. must be identifiable as to grade; all nuts and bolts associated with flywheel shield mounting, covers, etc. must be full standard depth, width, etc. (reduced thickness bolt heads, hollow bolts, half nuts, thin wall nuts, etc. prohibited). Maximum depth of flywheel shield is 8 5/8 inches, except Top Fuel, Funny Car, TAD, TAFC, and Advanced E.T., maximum depth 9.4 inches (inside). Maximum thickness of all motor plates, mid-plates, and mounting plates installed between engine and flywheel shield is 1/2-inch, except SFI 6.1 which may be 1 1/4-inch maximum. All covers and fasteners associated with the flywheel shield must be installed prior to starting engine at any time, including warmups. Maximum spacing between flange fasteners in the flywheel shield is 7 inches. Chemical milling or any other structure weakening procedure is prohibited. Welding to repair a flywheel shield is prohibited unless it is performed by the manufacturer and recertified by the manufacturer prior to use.

For cars equipped with an SFI 7.1 lower engine ballistic/ restraint device, a maximum of two holes, each no larger than two inches in diameter (or 3.14 square inches equivalent area) are permitted. The holes must be located entirely below the horizontal centerline of the crankshaft. The holes must be at least 0.5-inch from any bellhousing bolt hole and be separated by at least two inches. SFI 6.2 flywheel shields may have one two-inch maximum diameter hole in the bottom of the back face of the shield. The opening in the motor plate for the crankshaft flange may not exceed the crankshaft flange diameter by more than one inch (except as noted for Top Fuel and Funny Car).