



2026 NHRA RULE AMENDMENTS

**(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE
LAST DIGITAL RELEASE OF THE 2026 NHRA RULEBOOK)**

***(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE
IMMEDIATELY)***

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SECTION 11A: STOCK CARS, ENGINE: 1, ENGINE (Page 4) (12/19/2025)

Must be same year and make as car used, aftermarket NHRA-accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed .080-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job (i.e., one piston/rod assembly untouched) permitted. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration (i.e., knife edging, etc. prohibited). Billet crankshafts ~~prohibited~~ permitted, unless OEM equipped. Lightening of crankshaft other than normal balance job prohibited. Cylinder blocks may be sleeved. The lifter bores in the engine block may be re-machined and can include bushings. Aftermarket SFI Spec 18.1 harmonic balancer mandatory in AA/S through G/S and AA/SA through G/SA and all FS classes. See General Regulations 1:2.

SECTION 12A: SUPER STOCK, ENGINE: 1, ENGINE (Page 3) (12/19/2025)

Must be same year and make for car used, aftermarket NHRA-accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special-equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed .080-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job permitted. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration (i.e., knife edging, narrowed/ pendulum cut counterweights, etc. prohibited). Billet crankshafts ~~prohibited~~ permitted, unless OEM equipped. Lightening of crankshaft other than normal balance job prohibited. The following are permitted: gun drilled rod and main journals, bull-nosed counterweights, any size rod and main journal, additional oil passage holes for rod and main journals. Cylinder blocks may be sleeved. Aftermarket SFI Spec 18.1 harmonic balancer mandatory. Timing-belt covers optional. See General Regulations 1:2.

**SECTION 12A: SUPER STOCK, ELECTRICAL: 8, DISTRIBUTOR (Page 10)
(12/19/2025)**

Any battery-powered ignition system permitted. Maximum number of coils limited to number of spark plugs. Distributorless ignition must retain OEM number of coils. See General Regulations 8:3.

**SECTION 12B: SUPER STOCK/GT, ENGINE: 1, OIL CONTAINMENT DEVICE
(Page 13) (12/19/2025)**

Beginning January 1, 2027, any vehicle using rack and pinion steering must have a properly fitting lower engine oil containment device. See General Regulations 1:8.

SECTION 12B: SUPER STOCK/GT, BRAKES & SUSPENSION: 3, STEERING, RWD (Page 13) (12/19/2025)

Rack & pinion steering permitted. General Regulations 3:3.

SECTION 12C: GT/TRUCK, ENGINE: 1, OIL CONTAINMENT DEVICE (Page 16) (12/19/2025)

Beginning January 1, 2027, any vehicle using rack and pinion steering must have a properly fitting lower engine oil containment device. See General Regulations 1:8.

**SECTION 12D: MODIFIED STOCK, ENGINE: 1, OIL CONTAINMENT DEVICE
(Page 18) (12/19/2025)**

Beginning January 1, 2027, any vehicle using rack and pinion steering must have a properly fitting lower engine oil containment device. See General Regulations 1:8.

**SECTION 12E: MODIFIED TRUCK, ENGINE: 1, OIL CONTAINMENT DEVICE
(Page 23) (12/19/2025)**

Beginning January 1, 2027, any vehicle using rack and pinion steering must have a properly fitting lower engine oil containment device. See General Regulations 1:8.

SECTION 12F: MODIFIED, ENGINE: 1, OIL CONTAINMENT DEVICE (Page 26) (12/19/2025)

Beginning January 1, 2027, any vehicle using rack and pinion steering must have a properly fitting lower engine oil containment device. See General Regulations 1:8.

SECTION 12G: SUPER STOCK/MX, ENGINE: 1, OIL CONTAINMENT DEVICE
(Page 31) (12/19/2025)

Beginning January 1, 2027, any vehicle using rack and pinion steering must have a properly fitting lower engine oil containment device. See General Regulations 1:8.

SECTION 13: COMP (Paragraph 1, Page 1) (12/19/2025)

Comp category is for qualified cars in Gas Dragster, Econo Dragster, Nostalgia Dragster, Altered, Street Roadster, Altered Truck, Econo Altered and Funny Car, Super Modified, and Pro Modified, and Modified Production. Eliminations are based on a handicap start using the NHRA index system; breakout does not apply.

SECTION 13L: COMP, MODIFIED PRODUCTION, BODY: 7, FLOOR (Page 61)
(12/19/2025)

Stock mandatory. Floor-mounted clutch/brake pedals permitted. A removable floor section for transmission/shifter installation is permitted, restricted to 6 square feet of minimum .032-inch aluminum or .024-inch steel. The removable floor section must fit and attach to the driveshaft tunnel, floor, and/or firewall such that it provides an adequate seal. Headers must fit under stock floor location. The stock framersails 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.

SECTION 13L: COMP, MODIFIED PRODUCTION, BODY: 7, SPOILERS (Page 61) (12/19/2025)

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. Wicker permitted. Wicker may not add to total length of spoiler. Maximum height of spill plate, 4 inches. If aftermarket spoiler is used, any OEM spoilers must be removed.