



## **2022 NHRA RULE AMENDMENTS**

**(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE INITIAL RELEASE OF THE 2022 RULEBOOK)**

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

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| <u>FX (Factory X) . . . . .</u>               | <u>13K</u> | <u>45</u> |

**INTRODUCTION, ~~NHRA DRAGS: STREET LEGAL STYLE NHRA STREET  
LEGAL RACING (Page xiv) (3/1/2022) (5/6/2022) (INCLUDED IN 3/8/2022  
RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON  
NHRARACER.COM) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022  
RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON  
NHRARACER.COM)~~**

~~Drag racing can trace its roots to local streets—anywhere a straight piece of asphalt and a set of traffic signals existed. In the early 1950s, NHRA worked with local law enforcement agencies around the country to entice such traffic-light racers off the streets and onto dry lakes and abandoned runways, where more organized competition could be staged. From these humble origins, the sport of NHRA Championship Drag Racing was born.~~

~~Unfortunately, not everyone participates in legitimate, organized events. Many still choose to race illegally on public streets.~~

~~Recognizing the seriousness of the problem, NHRA established relationships with law enforcement agencies throughout the country. Through these relationships, the NHRA Drags: Street Legal Style program was born. One of the most effective tools in the fight against illegal street racing is the establishment of Street Legal events at NHRA member tracks.~~

~~This category is reserved for foreign and domestic production type automobiles and trucks. All vehicles must be street driven and carry proof of vehicle registration and valid insurance. Vehicles must also display valid license plates. Vehicles running in the Street Legal category must be able to pass all state highway safety requirements for the state in which the vehicle is registered.~~

~~Additionally, requirements and specifications for Street Legal and other local NHRA member track events are the same as those for the Summit Racing Series with the following exception. 2008 OEM model year and newer production cars running slower than 9.99 (\*6.39) and 135 mph do not have to meet the requirements and specifications for the Summit Racing Series except for the following: Convertibles and T-tops must meet Summit Racing Series roll-bar and roll-cage requirements. Vehicle must pass all highway safety requirements in the state in which the vehicle is registered. Unaltered OEM installed antilock brakes, airbag functions, as well as all other OEM safety related systems must be functioning as per manufacturer's specifications. Note: Tires used may be other than OEM, but they must be DOT-approved, All drivers must meet the Summit Racing Series helmet and protective clothing requirements for the e.t. and mph of vehicle.~~

~~At Street Legal events, only legitimate street-legal machines are permitted to participate. Though competition structure varies from track to track, emphasis is placed on fun. A common Street Legal venue will feature time trials and grudge racing only, which ensures each participant the opportunity for a maximum number of passes down the dragstrip. Grudge racing permits participants to choose their competition rather than participate in an organized eliminator. And, once eliminated, a participant may return to the staging lanes for more time trials or grudge runs. Being eliminated at a Street Legal event does not necessarily mean it's time to go home.~~

~~Street Legal events provide a legal environment where you can drag race. Have fun!~~

From its formation in 1951, the National Hot Rod Association has worked tirelessly to eliminate the illegal and dangerous practice of street racing and to this day, that continues to be one of the association's primary missions.

Since 1951, NHRA has worked in conjunction with local law-enforcement agencies, city planners, schools, and other parties to educate and persuade would-be racers to participate in organized events held in a controlled environment. Beginning with dry lake beds and abandoned airport runways, the sport of NHRA drag racing has since grown to include a worldwide network of nearly 150 member tracks.

NHRA's efforts to combat illegal street racing continue to this day with the NHRA Drags: Street Legal Style program at the forefront of the movement. One of the most effective tools in the fight against illegal street racing is the establishment of Street Legal events held regularly at NHRA member tracks

The Street Legal category is reserved for foreign and domestic OEM production type automobiles, motorcycles and trucks. All vehicles must be street driven and

drivers must carry a state-issued proof of registration and valid insurance information. All vehicles must also display a valid license plate(s).

Vehicles participating in Street Legal events must be able to pass all state highway safety requirements for the state in which the vehicle is registered and retain all OEM safety features.

For Street Legal motorcycles, 2008 and newer are permitted to run no quicker than 9.00 (\*5.65 eighth mile) and/or no faster than 150 mph. Motorcycles must follow ET Motorcycle guidelines for safety requirements.

Additionally, requirements and specifications for Street Legal competitors and other local NHRA member track events are the same as those for the Summit E.T. Racing Series with the following exceptions:

2008-2013 OEM model-year production cars are permitted to run no quicker than 10.00 (\*6.40 eighth mile) and/or no faster than 135 mph.

2014-Curent OEM model-year production cars are permitted to run no quicker than 9.00 (\*5.65 eighth mile) and/or faster than 150 mph.

Drivers in vehicles running slower than 11.50 (\*7.35 eighth mile) and/or slower than 135 mph are required to wear full-length pants (no shorts); shirt- or long-sleeved shirt (no tank tops); closed shoes (no open-toe or open heel-shoes or sandals); socks and a helmet. See General Regulations 10:7 for helmet requirements.

Drivers in vehicles running quicker than 11.49 (\*7.35 eighth mile) or slower than 9.00 (\*5.65 eighth mile) or faster than 135 mph or slower than 150 mph are required to wear a minimum SFI 3.2A/1 jacket; full-length pants (no shorts); closed shoes (no open-toe or open heel-shoes or sandals); socks and a helmet. See General Regulations 10:7 for helmet requirements.

Unaltered OEM, antilock brakes, airbag functions, stock frame\unibody construction, including floors and firewall, as well as all other OEM safety related systems, must be functioning as per manufacturer's specifications.

Tires used may be other than OEM, but they must be DOT-approved.

Convertibles quicker than 13.49 (\*8.25 eighth mile) and T-tops quicker than 11.49 (\*7.35 eighth mile) must meet Summit Racing Series roll-bar and roll-cage requirements.

NHRA Level 7C license is available but not required for drivers running slower than 9.99 (\*6.39 eighth mile) or slower than 135 mph.

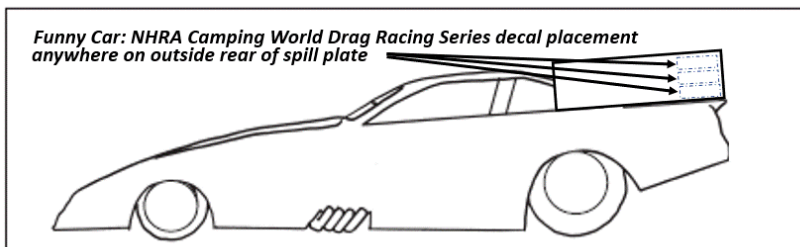
NHRA Level 6C license is required for drivers running quicker than 9.99 (\*6.39 eighth mile) and slower than 9.00 (\*5.65 eighth mile) or faster than 135 mph or slower than 150 mph).

At designated Street Legal events, only legitimate street-legal machines are permitted to participate. Although the competition structure can vary from track to track, a strong emphasis is placed on fun and providing a welcoming environment for first-time and inexperienced new racers.

Many Street Legal events will feature open time trials and grudge racing only, which typically allows each participant an opportunity to make as many passes down the dragstrip as possible. The Grudge Racing element allows participants to choose their competition as opposed to participating in an organized eliminator.

Win or lose, a grudge racing participant may return to the staging lanes for more time trials or additional grudge runs. Losing a race at a Street Legal event does not typically mean it's time to go home. Street Legal events provide a legal and controlled environment where racers of all skill levels enjoy the sport of NHRA Drag Racing.

**SECTION 3: LOGO PLACEMENT, FUNNY CAR: NHRA CAMPING WORLD  
DIAGRAM BOTTOM OF PAGE 2 (Page 2) (1/20/2022) (INCLUDED IN 2/8/2022  
RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON  
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**SECTION 4A: SUPER PRO, PRO, SPORTSMAN, DESIGNATIONS (Page 2)  
(5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF  
ELECTRONIC VERSION OF THE RULEBOOK FOUND ON  
NHRARACER.COM)**

**NHRA SUMMIT RACING SERIES NATIONAL CHAMPIONSHIP**

**SUPER PRO: 7.00 to 11.99**

**PRO: 9.00 to 13.99**

**SPORTSMAN: 12.00 to 19.99**

References in this section identify performance limits for various equipment and safety applications.

Any vehicle except E.T. Motorcycle running faster than 135 mph must meet minimum requirements for 9.99-second vehicles including driver credentials and protective equipment. The 135- mph rule does not apply to E.T. Motorcycle. E.T. Motorcycle must comply with 9.99-second e.t. restrictions. [Vehicles meeting Street Legal requirements are permitted to compete in the Summit E.T. Racing Series. \(See NHRA STREET LEGAL located on page xiv of this rulebook\).](#)

**SECTION 4C: E.T. MOTORCYCLE, BRAKES & SUSPENSION: 3, SUSPENSION (Page 14) (6/16/2022)**

Front suspension must have a minimum of 1 1/2 inches of travel. [Front fork suspension outer tubes must be a one-piece design.](#) Bolt on tie-down permitted on street legal motorcycle, without wheelie bars, only. Steering dampener permitted.

**SECTION 4G: [NHRA SUMMIT RACING SERIES STREET LEGAL EV RULES \(New Section after 4F: ALL-TERRAIN VEHICLE\) \(Page 22\) \(4/19/2022\) \(INCLUDED IN 5/5/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM\)](#)**

**[DESIGNATION](#)**

[SEV, preceded by competition number](#)

[The NHRA Summit Racing Series Street Legal EV category is reserved only for foreign and domestic OEM production Electric Vehicle automobiles and trucks. All vehicles must be street driven and drivers must carry a state-issued proof of registration and valid insurance information. All vehicles must also display a valid license plate\(s\).](#)

[Vehicles participating in NHRA Summit Racing Series Street Legal EV must be able to pass all state highway safety requirements for the state in which the vehicle is registered and retain all OEM safety features.](#)

[The following requirements and specifications will be affective for the NHRA Summit Racing Series Street Legal EV:](#)

[2008-2013 OEM model-year production cars are permitted to run no quicker than 10.00 and/or no faster than 135 mph \(\\*6.40 eighth mile\).](#)

[2014-Curent OEM model-year production cars are permitted to run no quicker than 9.00 and/or faster than 150 mph \(\\*5.65 eighth mile\).](#)



Drivers in vehicles running slower than 11.50 (\*7.35 eighth mile) and / or slower than 135 mph are required to wear long pants, and a NHRA accepted helmet.

Drivers in vehicles quicker than 11.49 (\*7.35 eighth mile) or slower than 9.00 (\*5.65 eighth mile) or faster than 135 mph or slower than 150 mph are required to wear a minimum SFI 3.2A/1 jacket, long pants, and helmet. See General Regulations 10:7 for helmet requirements.

Unaltered OEM, antilock brakes, airbag functions, stock frame\unibody construction, including floors and firewall, as well as all other OEM safety related systems (including propulsion and battery systems, seats, and seatbelts), must be functioning as per manufacturer's specifications.

Car must not be in self-drive mode (non-autonomous), application and release of throttle and brakes must be a function of the driver.

Delay boxes are prohibited.

Tires used may be other than OEM, but they must be DOT-approved.

Convertibles quicker than 13.49 (\*8.25 eighth mile) and T-tops quicker than 11.49 (\*7.35 eighth mile) must meet Summit Racing Series roll-bar and roll-cage requirements. An NHRA Level 6 or 7 license is required for all drivers.

At designated NHRA Summit Racing Series Street Legal EV events, only legitimate street-legal machines are permitted to participate.

Batteries may be recharged in pits or other designated areas only. Batteries must be charged utilizing either the original unaltered OEM Charger, or an unaltered commercially available charging system, that will watch individual cell levels and have redundant ways to shut off the charging system in case of an overcharged condition.

**SECTION 4G 4H: ELECTRIC-POWERED VEHICLE (Page 22) (4/19/2022)  
(INCLUDED IN 5/5/2022 RELEASE OF ELECTRONIC VERSION OF THE  
RULEBOOK FOUND ON NHRARACER.COM)**

**SECTION 4H 4I: ELECTRIC-POWERED MOTORCYCLE (Page 24) (4/19/2022)  
(INCLUDED IN 5/5/2022 RELEASE OF ELECTRONIC VERSION OF THE  
RULEBOOK FOUND ON NHRARACER.COM)**

**SECTION 4I 4J: LEGEND CARS (Page 24) (4/19/2022) (INCLUDED IN  
5/5/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND  
ON NHRARACER.COM)**

**SECTION 5: NHRA TOP FUEL HARLEY DRAG RACING SERIES, BRAKES  
AND SUSPENSION:3, CONTROLS (Page 2) (12/16/2021) (INCLUDED IN**

**1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Handlebar controls must be located in safe, workable position. Handlebars must be 1 inch minimum OD, composed of Steel (.058 minimum thickness) or Aluminum (.080 minimum thickness). Copper, titanium, or any other material prohibited. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. Rider must be able to shut off fuel without removing hands from handlebars. A secondary shut-off device attached to rider (in the event of premature exit from motorcycle) must mechanically control the fuel shut-off valve. Lanyard for shut-off must be run through an eyelet or guide, allowing the lanyard to be pulled in any direction and closing shut-off. Dual cable push-pull throttle assembly is mandatory.

**SECTION 5: NHRA TOP FUEL HARLEY DRAG RACING SERIES, BRAKES AND SUSPENSION:3, SUSPENSION (Page 2) (6/16/2022)**

Front suspension minimum size 32 mm and minimum travel of 2 inches. Front fork suspension outer tubes must be a one-piece design. A steering dampener is mandatory. Rear suspension not required. Fork stops required; must limit the turning arc to 28 degrees.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, DESIGNATION 3<sup>rd</sup> Paragraph) (Page 1) (11/5/2021) (11/19/2021) (5/19/2022) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM) (5/19/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

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~~ 2,540 pounds  
 Nitrous-assisted entries (960 cid) - ~~2,550~~ 2,570 pounds  
 Roots supercharged entries (526 cid) – 2,640 pounds  
 Centrifugal supercharged entries (526 cid) - ~~2,735~~ 2,775 pounds  
Screw Supercharged entries (526 cid) – 2740 pounds  
 Turbocharged entries (526 cid) - ~~2,645~~ 2,590 pounds

Nostalgia body styles (1937-1938 Chevy, 1941 Willys, 1949-50 Mercury, 1953 Studebaker, 1953-1962 Corvette, ~~and~~ 1955-1957 Chevy and Buick and 1968-1972 Chevelle) may deduct 50 pounds from minimum weight.

NHRA reserves the right to amend rules as performance dictates. Any competitor who causes an oildown while participating at an NHRA Camping World event will be subject to fines and penalties as outlined in Section 2 – Oildown Penalties.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, ENGINE:1, FUEL SYSTEM (Page 2) (11/5/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Fuel cell/tank must have pressure cap and be vented to outside of body. Where fuel cells are used, they must meet SFI Spec 28.1. Fuel cells/tanks must be mounted between frameroils and enclosed in a round tube frame, minimum 1 1/4-inch O.D. x .065-inch chromoly or titanium tubing. Extra tank(s) prohibited. Artificial cooling or heating systems (i.e., cool cans, ice, Freon, etc.) prohibited. Circulating systems, not part of normal fuel-pump system, prohibited. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50 degrees F. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified. Water injection permitted on nitrous entries only; only water permitted in water injection system. All cars equipped with a mechanical fuel pump must utilize the air controlled mechanical fuel shut off feature of Electrimation Pro Mod Safety Shutoff Controller. See General Regulations 1:5.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, ENGINE:1, SUPERCHARGER (Page 3) (11/5/2021) (6/16/2022)(11/5/2021 AMENDMENT INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Screw-type, ~~superchargers prohibited~~. Centrifugal hi-helix or standard helix Roots-type superchargers only.

For Screw-type supercharger: PSI 210-C part number 210A009-1

NHRA accepted, Screw-type, C rotor, supercharger permitted and must meet SFI Spec 34.1 and be reinspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines. Maximum overdrive limit for screw supercharger is 75 percent. Variable multi-speed supercharger devices prohibited. Placement of any object/device below the upper mating surface of the screw-type supercharger intended to alter air flow characteristics is prohibited (e.g. inserts/shoes, dividers, etc.).

For Centrifugal Supercharger: Procharger F3R/X-140 head unit (PC314A-140/PC316A-140) paired with 4CD-BAE-3-1.20, 4CDTFX-3-1.20, 4CD-NON-3-1.20, 4CD-BBC-3-1.20 gear drive units or Procharger F4X-140 head unit (PC318A-140) paired with 4CD-BAE-3-1.421, 4CD-TFX-3-1.421, 4CD-NON-3-1.421, 4CD-BBC-3-1.421 gear drive units only. AF006A-027 inlet bell mouth only.

Must be unmodified and factory sealed. Color of factory seal on head unit must match that of gear drive. 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.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, DRIVETRAIN:2, REAR END (Page 5) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Aftermarket full-floating axle assembly mandatory. Aftermarket axles with minimum 5/8-inch-diameter studs and axle-retention device mandatory. Maximum (numeric) rear-end gear ratio 4.57- to-1 for roots supercharged and turbocharged entries. Centrifugally supercharged maximum (numeric) rear-end gear ratio 4.29. [Screw supercharged maximum \(numeric\) rear-end gear ratio 3.90-to-1](#). See General Regulations 2:11.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, FRAME: 4, ROLL CAGE (Second Paragraph) (Page 7) (2/16/2022) (INCLUDED IN 3/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Prior to 2022 chassis reinspection, all cars must implement the under seat pan as per the SFI 25.1 specification: "The under-seat portion of the driver's outer floor must contain .090" minimum sheet 4130 (annealed or normalized) steel pan, either above or in lieu of the under-seat diagonals. If the steel sheet pan is in lieu of under-seat diagonals, the pan must be fully welded around its perimeter. The purpose of the sheet steel is to be a foundation when a minimum of ." of SFI 45.2 foam under the driver's buttocks and thighs is required. Either rub tubes, or the bottom of both the driver side rocker bar (#7A) and driver side inner frame rail (#2A) within 6" of the pan must extend at least ." below the lowest point of the seat pan. If rub tubes are employed for this purpose, they must be minimum 1" x .058" 4130 or ~~DOCOL~~ [Docol](#) R8 welded to the driver side rocker bar (#7A) and the driver side inner frame rail (#2A) within the length of the pan."

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, INTERIOR:6, DRIVER COMPARTMENT (Page 8) (11/19/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Driver compartment interior must be aluminum, steel, or carbon fiber. Magnesium prohibited. Sheet metal may not extend into rear window any higher than wheel tubs. Transmission case and lines ~~must~~ may be fully enclosed in a tunnel constructed of aluminum, steel, ~~or~~ carbon fiber, or utilize a transmission blanket meeting SFI 4.1 that also covers any transmission fluid pressure lines. Automatic transmission must be separated from driver by (splash shield) vertical piece of aluminum, steel, or carbon fiber that runs from firewall to bulkhead past driver's seat, from upper to lower framerail, and has a three inch minimum inward lip running the length of the top of the shield, when transmission tunnel is not present. Rear wheelwells must be separate for each tire. Maximum height of rear wheel tubs from ground, 40 inches. Trunk must be completely separated from driver compartment with a firewall. See General Regulations 6:1.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, FRAME: 4, PARACHUTE (Page 7) (1/28/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Dual parachutes mandatory. ~~Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.~~ Beginning 1/1/2022, all spring- loaded pilot chutes which are attached to the main parachutes must be made of a bright color material, not black, to be visible on the racing surface if detached from the main chute when deployed. Parachute packs and unpacked shroud lines must be protected with fire-resistant material from the mounting point to the pack. Separate shroud-line mounting points required with 1/2-inch sleeved Grade 8 bolts. See General Regulations 4:8.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, ELECTRICAL:8, MASTER CUTOFF SWITCH (Page 10) (11/5/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

~~Mandatory. 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.~~

Mandatory. An electrical power cutoff switch produced for automotive use (one only) or the Modern Racing kit MR-1016-1010 configured as shown in diagram on www.NHRARacer.com., must be installed on the rearmost part of each vehicle and be easily accessible from outside the car body. The push off mechanism of the master cutoff switch must be placed in such a manner as to

give a safety official an unobstructed view of the mechanism from the rear of the vehicle. The push off master cutoff switch / mechanism must be RED in color and have a minimum 4" contrasting background color centered around it. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions including magneto ignition. The off position must be clearly indicated with the word "OFF." For "push/pull" type switch, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Keyed switches prohibited. A secondary switch, located in reach of the driver, that is connected and utilized to disable the master cutoff system is mandatory. Any activation of the fire suppression system must also activate the master cutoff switch.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, SUPPORT GROUP: 9, FIRE EXTINGUISHER SYSTEM (Page 11) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Manually-activated extinguishing system mandatory. Manual system may additionally be activated pneumatically or thermally. Minimum 20-pound NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. If fire bottles are mounted in front of the firewall, they must be connected to the nozzle system with flexible steel braided line. All cars are required to have a pneumatic cylinder, pressurized by the fire system that will activate the master kill switch and shut off the engine when fire system is activated. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

**SECTION 6: NHRA PRO MOD DRAG RACING SERIES, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 12) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Driver's suit meeting SFI Spec 3.2A/20, SFI Spec 3.3/20 gloves, and SFI Spec 3.3/20 boots mandatory for entries. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars. Fresh-air breathing system mandatory. Beginning August 1, 2022, glove under-liners made of flame retardant material and socks meeting SFI 3.3 mandatory. Additionally, beginning August 1, 2022, when utilizing a two-piece driver's suit, long sleeve underwear shirt meeting SFI 3.3 and long underwear pants meeting SFI 3.3 are required. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex, etc.) are prohibited. All metallic jewelry prohibited. Beginning January



**1, 2023, a one-piece driver's suit will be mandatory in addition to above requirements.** See General Regulations 10:10.

**SECTION 11A: STOCK, DESIGNATIONS (5<sup>TH</sup> Paragraph) (Page 1)  
(6/16/2022)**

Class V restricted to 4- or 6-cylinder cars only. Class W restricted to 4-cylinder cars only. Front-wheel-drive vehicles restricted to 4-, 6-, or 8-cylinder; 1978 or newer cars only. Front-wheel-drive standard-transmission vehicles must add 100 pounds to class minimum. The power-to-weight factor (as found in the Official NHRA Stock Car Classification Guide) determines the natural class for all cars. The power-to-weight factor is the shipping weight **as accepted by NHRA** of the vehicle divided by the advertised, or when applicable, the factored horsepower for the OEM-assembly-line cylinder heads (not aftermarket cylinder heads). NHRA-accepted aftermarket cylinder-heads carry a horsepower penalty that is calculated to the weight of the vehicle and does not change the class of the vehicle.

**SECTION 11A: STOCK, ENGINE: 1, ENGINE (Page 3) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

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, 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 11A: STOCK, ELECTRICAL:8, DISTRIBUTOR (Page 12)  
(12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Any battery-operated, stock-type ignition permitted. Crank trigger systems prohibited unless **originally** OEM **equipped with crank/cam sensor distributorless ignition**. Distributorless ignition must retain OEM number of coils. See General Regulations 8:3

**SECTION 11B: FACTORY STOCK SHOWDOWN, DESIGNATIONS (Page 14)**  
**(3/25/2022) (5/19/2022) (3/25/2022 CHANGE INCLUDED IN 4/5/2022**  
**RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON**  
**NHRARACER.COM) (5/19/2022 AMENDMENTS INCLUDED IN 6/7/2022**  
**RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON**  
**NHRARACER.COM)**

**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 Constant Aviation NHRA Factory Stock Showdown.

Minimum weight for all pre-2019 Chevrolet COPO and Ford Cobra Jet combinations 3,450 lbs. except for all Ford Cobra Jet combinations with 2.3L Eaton superchargers 3,275 lbs.

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

Minimum weight for all ~~2019, and 2020 and 2022 Chevrolet COPO~~, 2021 Drag Pak and 2019 Ford Cobra Jet combinations 3,575 lbs.

[Minimum weight for all 2019, 2020 and 2022 Chevrolet COPO combinations 3,525 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 Constant Aviation NHRA 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: (3.125) inches
- Supercharger rear jack shaft cog pulley 32 teeth
- Supercharger rear cog pulley 34 teeth



**2020 Camaro COPO 350**

- 630 HP Supercharged 2.65L Magnuson
- Upper supercharger pulley size: (3.125) inches
- Supercharger rear jack shaft cog pulley 32 teeth
- Supercharger rear cog pulley 34 teeth

**2022 Camaro COPO 350**

- 630 HP Supercharged 2.65L Magnuson
- Upper supercharger pulley size: (3.125) inches
- Supercharger rear jack shaft cog pulley 32 teeth
- Supercharger rear cog pulley 34 teeth

**2015 Challenger Drag Pak 354**

- 540 HP Supercharged 2.9L Whipple
- Upper supercharger pulley size: (3.000) inches

**2021 Challenger Drag Pak 354**

- 630 HP Supercharged 3.0L Whipple
- Upper supercharger pulley size: (3.375) inches
- Lower engine pulley (8.000) 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: (3.625) inches
- Lower engine pulley 6.938 inches

**2019 Mustang Cobra Jet 351**

- 570 HP Supercharged 2.9L Whipple
- Upper supercharger pulley size: (3.500) inches

**SECTION 11B: FACTORY STOCK SHOWDOWN, ENGINE:1, FAN, ALTERNATOR, WATER PUMP (Page 16) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRACER.COM)**

Alternator ~~must be engine-driven and functioning. Belt must be tight enough to drive equipment in a satisfactory manner without excessive or noticeable slippage optional.~~ May be relocated. Aftermarket pulleys permitted. Electrically driven fans and water pumps permitted. Remote water pump permitted. Use of “smog pump” or air pump for crankcase evacuation prohibited.

**SECTION 11B: FACTORY STOCK SHOWDOWN, ENGINE:1, SUPERCHARGERS/INTAKE MANIFOLD/INTERCOOLER (Page 16)**  
**(INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM) (1/20/2022)**

Must be correct year, make and model specified for cars engine. Sandblasting, grinding, flash removal, dry film coating, or any other modification to Supercharger, [Intake manifold](#) or [Intercooler](#) prohibited.

**SECTION 12A: MODIFIED STOCK, FRAME:4, WEIGHT (Page 8) (6/16/2022)**

All cars will be permitted to run on the class minimum weight, but may be no heavier than the minimum for the next heavier class. Car can move up (lighter) one class or down (heavier) one class. If weight is added, must be properly attached; see BALLAST. Shipping weight [as accepted by NHRA](#) is calculated by multiplying the power to weight factor (as found in the Official NHRA Stock Car Classification Guide) by advertised horsepower. In cases where NHRA has placed a performance rating on the engine, use the factored horsepower. Class and classification weight are determined without driver. Once classification weight is calculated, 170 pounds is added for driver to arrive at total weight. All cars are weighed with driver.

**SECTION 12D: MODIFIED STOCK, DESIGNATIONS (Page 17) (1/20/2022)**  
**(INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

SS/AS, SS/BS, SS/CS, SS/DS, SS/ES, SS/FS, and SS/GS preceded by car number.

Reserved for 19~~67~~ [55](#) or later NHRA-accepted, factory production cars. Body, engine, drivetrain, chassis, etc. may not be altered or relocated except as outlined in Requirements & Specifications. Front-wheel-drive conversions permitted. Classes of competition within Modified Stock are for non-supercharged cars. Class determined by total car weight (including driver) divided by total engine displacement (cubic inches).

**SECTION 12D: MODIFIED STOCK, ENGINE:1, CYLINDER HEADS (Page 17) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

V-8 splayed valve permitted in AS, canted or inline in BS, inline only in CS, and any valve configuration in DS. All heads must be NHRA-accepted, two valves per cylinder, except in classes DS, ES, FS, and GS, four valves per cylinder permitted. Aftermarket aluminum [\(no billet\)](#) cylinder heads permitted ~~(no billet)~~ except in CS. Angle milling and/or rolling permitted. Aftermarket iron heads permitted in CS. Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Any valve size permitted, valves may be tilted and/or canted. Combustion-chamber modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and

valve springs. External modifications permitted in port area except for SS/CS. Spark plug holes must be in NHRA-approved location.

**SECTION 12D: MODIFIED STOCK, DRIVETRAIN:2. TRANSMISSION, AUTOMATIC (Page 18) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Automatic transmission flexplate meeting SFI Spec 29.1 mandatory in AS, BS, and CS. Parking gear not required. Any OEM or NHRA-accepted transmission permitted; maximum three forward speeds. ~~ES, FS, and GS will be allowed a weight reduction for using an automatic transmission.~~ See General Regulations 2:12, 2:14.

**SECTION 12E: MODIFIED TRUCK, ENGINE:1, CYLINDER HEADS (Page 22) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

V-8 splayed valve permitted in TA, canted or inline in TB, inline only in TC, and any valve configuration in TD. All heads must be NHRA-accepted, two valves per cylinder. Aftermarket Aluminum (no billet) cylinder heads permitted (~~no billet~~) except in TC. Angle milling and/or rolling permitted. Porting, polishing permitted; header plates permitted. Exhaust port plates that protrude into port prohibited. Any valve size permitted, valves may be tilted and/or canted. Combustion-chamber modifications permitted. The valve cover rail may be modified. Heads may be cut for larger pushrods and valve springs. External modifications permitted in port area except for SS/TC. Spark plug holes must be in NHRA-approved location.

**SECTION 13C: NOSTALGIA DRAGSTER, DESIGNATION (Page 15) (2/16/2022) (INCLUDED IN 3/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

**DESIGNATION**

A/ND or B/ND, preceded by car number.

**SECTION 13C: NOSTALGIA DRAGSTER, ENGINE: 1. FUEL SYSTEM (Page 16) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Maximum one fuel pump. Mechanical fuel injection, with individual stacks and cast manifold only, or NHRA accepted, mandatory. Plenum type manifold prohibited. A/ND, round injector maximum diameter is 3.150 inches (as measured across the butterfly shaft); rotary injector (i.e., with no butterflies) permitted, oval, rectangular, and siamesed (two cylinders/ports maximum) injectors also permitted; area may not exceed that of a 3.150-inch diameter per port. B/ND, round injector with butterflies required; 2.875- inch diameter maximum as measured across the butterfly shaft. Down nozzles prohibited. See General Regulations 1:5

**SECTION 13D: ALTERED & STREET ROADSTER (Page 20) (1/20/2022)**  
**(INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE**  
**RULEBOOK FOUND ON NHRARACER.COM)**

Restricted to Roots-type supercharger, rotor helix angle not to exceed that of standard 71-series GM-type rotor. Maximum size: 14-71, 22 1/4-inch case length, 11 1/4-inch case width, 19-inch rotor length; maximum rotor diameter: 5.840 inches including fixed stripping. The case must be one piece with removable front and rear bearing end plates; rotor must be contained within one-piece case. The rotors must be driven from the front (both the external drive and the internal gearing). The entire inlet opening must be on/in the upper surface only. Any inlet/outlet cavity in front of the rotors is restricted to maximum 2.150 inches, measuring from the face of bearing plate to the back of the cavity. Billet cases prohibited. The maximum length from the front of the supercharger drive pulley to the leading edge of the rotor is 15 inches. Offset drive pulleys may not be used to add to the number listed above. All manifold configurations and supercharger modifications and locations must be accepted prior to competition. Variable multispeed supercharger devices prohibited. [OEM-type screw supercharger permitted, all others prohibited. OEM-type screw superchargers do not require a supercharger restraint. "OEM-type" in this case means that it must have originally come with the production engine being used.](#) All AA/AM, BB/A, and BB/AM vehicles using 12-71 or 14-71 superchargers must have an SFI 14.2 or 14.3 Supercharger Restraint with approved bag from same manufacturer. All other superchargers require an SFI 14.1, 14.2 or 14.3 Supercharger Restraint. Air-to-air intercooler permitted on supercharged vehicles. Supercharger must be in conventional location above the intake manifold and cylinder heads, and supercharger restraint device may not be modified. Ambient air only; i.e., the flow of ambient air through the intercooler and any associated ducting must be only a result of the movement of the vehicle. For CC/A only, a 5.150-inch centrifugal supercharger limited to inlet diameter internal O.D. 5.250 maximum; impeller inducer diameter 5.150-inch maximum; impeller exducer diameter 8.000- inch maximum; discharge diameter 4.000-inch maximum; housing diameter (external diameter of housing not to include discharge) 12.000-inch maximum. Supercharger drive must be belt, NHRA-accepted chain drive or NHRA-accepted gear drive. Aftermarket intercooler permitted (air-to-air or air-to-water/ ice). Maximum 3-gallon-capacity reservoir permitted, must be constructed of steel or aluminum, or an SFI 28.1 fuel cell. See General Regulations 1:10, 1:11.

**SECTION 13I: SS/AH (HEMI CARS), DESIGNATION (Page 45) (6/16/2022)**

**DESIGNATION**

AH/SM (Hemi cars: SS/AH) All rules for SS/AH will apply. In addition, competitors will ~~be~~ need to acquire a Competition Eliminator license.

**SECTION 13J: FSS/SM (FACTORY STOCK SHOWDOWN CARS),**  
**DESIGNATION (Page 45) (6/16/2022)**

**DESIGNATION**

FS/SM (Factory Stock Showdown Cars: FSS) Minimum weight 3575. All rules for FSS will apply. In addition, competitors will ~~be~~ need to acquire a Competition Eliminator license

**SECTION 13K: FACTORY X ~~EXPERIMENTAL~~ (New section after 13J) (Page 45) (11/5/2021) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

#### DESIGNATION

~~AFX (Factory X Experimental Cars: AFX)~~ All rules for ~~AFX~~ will apply. ~~Factory X Experimental~~ rules can be found in the NHRA Exhibition Vehicle Rulebook Supplement on NHRARacer.com under Rules. In addition, competitors will need to acquire a Competition Eliminator license.

**SECTION 14: TOP ALCOHOL DRAGSTER, ENGINE:1, FUEL SYSTEM (Page 2) (12/20/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Fuel lines must be isolated from driver compartment by a subfloor or housing where engine is located in rear and fuel tank is in front of driver. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom framerail. Fuel cells permitted. Maximum two fuel pumps. EFI prohibited. The use of propylene oxide and/or nitrous oxide is prohibited. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50 degrees F. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified. Insulated fuel tanks permitted. Insulation is permitted on the main fuel line only from the fuel tank to the fuel pump. Temporary one-piece flexible blanket-type material, maximum 1 inch thick, that wraps one time around the outside of the body panels in the vicinity of the fuel tank permitted. The wrap must be quick release and require no additional work on the body or any tools to remove and be no more than 12 inches longer than the fuel tank. Any temporary insulation must be removed prior to and without delaying the starting of the engine. Fuel gauge lines in the driver's compartment must be steel or steel braided with steel fittings. Flexible gauge lines in the driver's compartment must be hydrostatically pressure tested at 750 psi for 30 seconds and labeled. Label must be impervious to fuel and brake cleaner. See General Regulations 1:5 and 1:6. Note: Non-supercharged single engine, nitromethane dragsters must follow all of the rules in the Fuel System section, ~~with the following exceptions: 1. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 40 degrees F. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified.~~

**SECTION 14: TOP ALCOHOL DRAGSTER, ENGINE:1, SUPERCHARGER (Paragraph 2) (Page 3) (1/20/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Screw-type superchargers must meet SFI Spec 34.1, [PSI brand limited to 206D model \("D" rotor\) supercharger, PSI brand 210C \("C" rotor\) prohibited](#), and be reinspected by the manufacturer every three years. Manifold burst panel meeting SFI Spec 23.1 (in addition to panel in supercharger) plus restraint system meeting SFI Spec 14.21 mandatory. Billet cases prohibited. Supercharger restraint straps must be covered with a fire-resistant material. The blower restraint straps and fuel lines must be installed such that when the restraint straps are fully extended no load is placed on any of the fuel lines.

**SECTION 14: TOP ALCOHOL DRAGSTER, DRIVETRAIN:2, TRANSMISSION (Page 5) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Transmission prohibited in non-supercharged, nitromethane-burning class. OEM or OEM-modified transmissions prohibited in all classes. Aftermarket planetary transmission permitted in supercharged classes, limited to two units (three speeds). Lockup converters prohibited. Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be stamped as meeting DOT-1800-pound rating and permanently mounted (hose clamps or tie wraps prohibited).

For the supercharged-methanol combinations only, the use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission (three-speed maximum) with an electric-only transbrake is permitted. The unit must be NHRA-accepted. Contact NHRA Technical Services for accepted list. The use of a delay box/device is prohibited. An aftermarket SFI 29.1 flexplate (with no starter ring gear) or a solid-steel converter driveplate, an SFI 6.1, 6.2, or 6.3 flywheel shield, and an aftermarket SFI 4.1 one-piece transmission shield (covering the transmission units and the reverser) are required. [Iterative transmission staging devices prohibited. Manipulation of transmission or converter pressure or volume other than at the starting line is prohibited. Pressure or volume manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle. Automated control of the converter or transmission from acquired or recorded data is strictly prohibited. All wires and lines going to and from the transmission or converter must be clearly identified and labeled for tech inspection purposes.](#)



**SECTION 14: TOP ALCOHOL DRAGSTER, FRAME:4, PARACHUTE (Page 7) (1/28/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Dual parachutes mandatory. ~~Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.~~ Beginning 1/1/2022, all spring- loaded pilot chutes which are attached to the main parachutes must be made of a bright color material, not black, to be visible on the racing surface if detached from the main chute when deployed. Two separate shroud line mounting points mandatory with sleeved 1/2-inch minimum grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. See REAR WINGS & SUPPORTS. See General Regulations 4:8.

**SECTION 14: TOP ALCOHOL DRAGSTER, FRAME:4, SKID PLATES, (New section after ROLL-CAGE PADDING) (Page 8) (11/5/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Skid plates attached to motor plate or frame permitted. Must be at least 3 square inches in contact area, located below the bottom of the oil pan, and designed to come in contact with the ground before the framerail. Wheels are not permitted in lieu of skid plates.

**SECTION 14: TOP ALCOHOL DRAGSTER, SUPPORT GROUP: 9, FIRE EXTINGUISHER SYSTEM (Page 10) (5/6/2022) (6/16/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Fire extinguisher system meeting SFI Spec 17.1 mandatory when driver sits behind engine(s). Must be installed per manufacturer's specifications with all gauges clearly visible. When a fire extinguisher system is required, a manually-activated extinguishing system mandatory. Manual system may additionally be activated pneumatically or thermally. See General Regulations 9:3 **for acceptable fire extinguishing agents.**

**SECTION 14: TOP ALCOHOL DRAGSTER, DRIVER:10, PROTECTIVE EQUIPMENT (Page 11) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN**

**6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRACER.COM)**

Driver's suit meeting SFI Spec 3.2A/15, gloves 3.3/15, boots/shoes 3.3/15, and head sock 3.3 mandatory. Drivers of supercharged front-engine cars must use suit meeting SFI Spec 3.2A/20, gloves 3.3/20, 3.3/20, and head sock 3.3 mandatory. Beginning August 1, 2022, glove under-liners made of flame retardant material and socks meeting SFI 3.3 mandatory. Additionally, beginning August 1, 2022, when utilizing a two-piece driver's suit, long sleeve underwear shirt meeting SFI 3.3 and long underwear pants meeting SFI 3.3 are required. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex, etc.) are prohibited. All metallic jewelry prohibited. Beginning January 1, 2023, a one-piece driver's suit will be mandatory in addition to above requirements.

**SECTION 15: TOP ALCOHOL FUNNY CAR, DRIVETRAIN:2, TRANSMISSION (Page 4) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRACER.COM)**

Transmission limited to two units (three forward speeds). Lockup converters prohibited. Iterative transmission staging devices prohibited. Manipulation of transmission or converter pressure or volume other than at the starting line is prohibited. Pressure or volume manipulation control must be disarmed upon the release of the transbrake or any other device used when launching the vehicle. Automated control of the converter or transmission from acquired or recorded data is strictly prohibited. All wires and lines going to and from the transmission or converter must be clearly identified and labeled for tech inspection purposes.

**SECTION 15: TOP ALCOHOL FUNNY CAR, FRAME:4, PARACHUTE (Page 4) (1/28/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRACER.COM)**

Dual parachutes mandatory. ~~Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.~~ Beginning 1/1/2022, all spring-loaded pilot chutes which are attached to the main parachutes must be made of a bright color material, not black, to be visible on the racing surface if detached from the main chute when deployed. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16-inch 4130 steel. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required and



must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

**SECTION 15: TOP ALCOHOL FUNNY CAR, FRAME:4, SKID PLATES, (New section after ROLL-CAGE PADDING) (Page 4) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRACER.COM)**

Skid plates attached to motor plate or frame permitted. Must be at least 3 square inches in contact area, located below the bottom of the oil pan, and designed to come in contact with the ground before the framerail. Wheels are not permitted in lieu of skid plates.

**SECTION 15: TOP ALCOHOL FUNNY CAR, BODY:7, BODY (1<sup>ST</sup> Paragraph) (Page 5) (6/16/2022)**

Any modification to body not expressly permitted in this Rulebook is prohibited. Any body that meets the Funny Car (Section 17) body requirements in their entirety is acceptable for Top Alcohol Funny Car competition. These bodies must be run as they come from the NHRA-accepted molds. Any modification not expressly permitted in the Funny Car (Section 17) body requirements is prohibited. ~~Otherwise, for cars running at NHRA national events, body must be 1992 or later model year. On cars not running NHRA national events, body must be 1972 or later model year.~~ All bodies must be 1969 or later model year NHRA-accepted sports car, coupe, or sedan body of a type originally mass-produced by automobile manufacturer (domestic or foreign). Must have originally measured 63 inches wide or more at centerline of front and rear axle. Maximum body and/or roof width cannot exceed stock dimensions. Duplications of production bodies of fiberglass or carbon fiber permitted. Body may be lengthened or shortened. Front and rear contour of body must resemble same configuration and design for specific body used; holes for air passage prohibited.

**SECTION 15: TOP ALCOHOL FUNNY CAR, SUPPORT GROUP: 9, FIRE EXTINGUISHER SYSTEM (Page 7) (5/6/2022) (6/16/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRACER.COM)**

Fire extinguishing system must meet SFI Spec 17.1. Minimum 20-pound NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications. Fire bottle activation cables must be installed inside framerail where cables pass

engine/bellhousing area. See General Regulations 9:3 **for NHRA-accepted fire extinguishing agents.**

~~If equipped with a pneumatic-activated extinguishing system, a manual-activated extinguishing system is mandatory. If a manual-activated extinguishing system is primary, no backup system is required.~~ Manually-activated extinguishing system mandatory. Manual system may additionally be activated pneumatically or thermally.

**SECTION 15: TOP ALCOHOL FUNNY CAR, DRIVER:10, PROTECTIVE EQUIPMENT (Page 8) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Driver's suit meeting SFI Spec 3.2A/20, gloves 3.3/20, boots 3.3/20, and head sock 3.3 mandatory. All jacket and pants or driver suits that meet SFI Spec 3.2A/20 must be recertified on a five-year interval. ~~A head sock is not mandatory when helmet is manufactured with a skirt, labeled as meeting SFI Spec 3.3.~~ Beginning August 1, 2022 glove under-liners made of flame retardant material and socks meeting SFI 3.3 mandatory. Additionally, beginning August 1, 2022, when utilizing a two-piece driver's suit, long sleeve underwear shirt meeting SFI 3.3 and long underwear pants meeting SFI 3.3 are required. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex, etc.) are prohibited. All metallic jewelry prohibited. Beginning January 1, 2023, a one-piece driver's suit will be mandatory in addition to above requirements. See General Regulations 10:10.

**SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1) (11/19/2021) (4/27/2022) (5/6/2022) (5/19/2022) (11/19/2021 CHANGE INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM) (4/27/2022 CHANGE INCLUDED IN 5/5/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM) (5/19/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

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)  
(up to 160 cid; 60-degree angle, 2-valve, pushrod) – ~~640~~ 630 pounds

VTwin: VH160VT  
(up to 160 cid; 60-degree angle, 2-valve, pushrod) – ~~640~~ 630 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, 2-valve) – ~~590~~ 580 pounds  
(up to 107 cid, 4-valve) – ~~600~~ 610 pounds

Suzuki (must be NHRA-accepted)  
(up to 113 cid, 2-valve) – ~~600~~ 590 pounds  
(up to 113 cid, 4-valve) – ~~610~~ 620-630 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 Camping World event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

**SECTION 16: PRO STOCK MOTORCYCLE, BRAKES & SUSPENSION:3, CONTROLS (Page 4) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Handlebar controls must be located in the stock position. Handlebars must be 1 inch minimum OD, composed of Steel (.058 minimum thickness) or Aluminum (.080 minimum thickness). Copper, titanium, or any other material prohibited. Welded aluminum handlebars prohibited. Welded steel or chromoly extensions permitted but cannot extend more than 4 inches from stock location. Minimum handlebar width 22 inches. SNAP BACK throttle return mandatory. Brake pedal and foot pegs may be rear set but must be at least 12 inches in front of rear axle. Note: Engine exhaust must be directed away from rider's foot peg. Throttle and clutch levers must be manually operated by rider's hands. Electronic, pneumatic, hydraulic, or other devices may in no way affect the operation of throttle or clutch.

**SECTION 16: PRO STOCK MOTORCYCLE, BRAKES & SUSPENSION:3, CONTROLS (Page 4) (12/16/2021) (2/16/2022) (Supersedes what is in the 2/8/2022 electronic version of the Rulebook found on NHRARacer.com) ) (INCLUDED IN 3/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Handlebar controls must be located in the stock position. [Handlebars must be 4 .875 inch minimum OD, composed of Steel \(.058 minimum thickness\) or Aluminum \(.080 minimum thickness\). Copper, titanium, or any other material prohibited.](#) Welded aluminum handlebars prohibited. Welded steel or chromoly extensions permitted but cannot extend more than 4 inches from stock location. Minimum handlebar width 22 inches. SNAP BACK throttle return mandatory. Brake pedal and foot pegs may be rear set but must be at least 12 inches in front of rear axle. Note: Engine exhaust must be directed away from rider's foot peg. Throttle and clutch levers must be manually operated by rider's hands. Electronic, pneumatic, hydraulic, or other devices may in no way affect the operation of throttle or clutch.

**SECTION 16: PRO STOCK MOTORCYCLE, BRAKES & SUSPENSION:3, CONTROLS (Page 4) (1/20/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Handlebar controls must be located in the stock position. Handlebars must be minimum 1in OD, composed of Steel (.058 minimum thickness) or Aluminum (.080 minimum thickness). Copper, titanium, or any other material prohibited. Welded aluminum handlebars prohibited. Welded steel or chromoly extensions permitted but cannot extend more than 4 inches from stock location. Minimum handlebar width 22 inches. SNAP BACK throttle return mandatory. [Welded brake lever prohibited.](#) Brake pedal and foot pegs may be rear set but must be at least 12 inches in front of rear axle. Note: Engine exhaust must be directed away from rider's foot peg. Throttle and clutch levers must be manually operated by rider's hands. Electronic, pneumatic, hydraulic, or other devices may in no way affect the operation of throttle or clutch.

**SECTION 16: PRO STOCK MOTORCYCLE, BRAKES & SUSPENSION:3, SUSPENSION (Page 4) (1/20/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Front suspension minimum size: 35mm for OEM-type, 34mm for accepted aftermarket items. Minimum travel: 1 1/2 inches with rider sitting on motorcycle in normal riding position. [Rotary/radial steering dampener mandatory. Linear style steering dampener prohibited.](#) Electronics or pneumatics may in no way affect the front suspension. Any adjustment to front suspension during run prohibited. Rear suspension prohibited.

**SECTION 16: PRO STOCK MOTORCYCLE, BRAKES & SUSPENSION:3, SUSPENSION (Page 4) (1/20/2022) (2/16/2022) (Supersedes what is in the**

**2/8/2022 electronic version of the Rulebook found on NHRARacer.com and the amendment above) (INCLUDED IN 3/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Front suspension minimum size: 35mm for OEM-type, 34mm for accepted aftermarket items. Minimum travel: 1 1/2 inches with rider sitting on motorcycle in normal riding position. ~~Rotary/radial Ss~~Steering dampener mandatory. ~~Linear style steering dampener prohibited.~~ Electronics or pneumatics may in no way affect the front suspension. Front fork suspension outer tubes must be a one-piece design. Any adjustment to front suspension during run prohibited. Rear suspension prohibited.

**SECTION 16: PRO STOCK MOTORCYCLE, FRAME:4, GROUND CLEARANCE (Page 6) (1/5/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Minimum 2 inches with rider sitting on motorcycle ~~with 6psi in rear tire.~~

**SECTION 16: PRO STOCK MOTORCYCLE, SUPPORT GROUP:9, COMPUTER/DATA RECORDERS (Page 6) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Data recorders permitted; must be NHRA-accepted, standalone, and used for information gathering only. Accepted systems: Racepak V300 models, Dynatek, and Motec SDL3. Throttle operation, shifting, clutch actuation, etc. are to be solely under the control of the rider. Data recorders may not collect any information from the induction system other than engine rpm. Digital dash displays permitted. ~~acceptable but prohibited to be in view of the rider or externally from the bike.~~ All other instrumentation prohibited on dash with the exception of a shift light and warning lights (i.e., low oil pressure, fuel pressure). See General Regulations 9:1, 9:2.

**SECTION 17: PRO STOCK, FRAME:4, PARACHUTE (Page 4) (1/28/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Dual parachutes mandatory. ~~Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.~~ Beginning 1/1/2022, all spring- loaded pilot chutes which are attached to the main parachutes must be made of a bright color material, not black, to be visible on the racing surface if detached from the main chute when deployed. Parachutes must be mounted such that the maximum measurement between the outside edge of the two parachutes does not exceed 24 inches. Parachute packs may not be enclosed. Parachutes must be assisted by a launcher system – either air or spring. A pilot spring does not constitute a launcher but is acceptable as a secondary launch unit. No more than 3.5 inches of any portion of the parachute pack can be located under the rear of the spoiler. Measured from the parachute pack backing plate to the rear tip of the spoiler.

Pneumatic parachute must use minimum 3/8-inch O.D. line; cannot use separate air supply from other pneumatic functions. A bushing is mandatory over the shroud-line mounting bolt(s). Lower parachute mounting supports must be bolted; upper mounts may be pinned. See General Regulations 4:8.

**SECTION 17: PRO STOCK, FRAME: 4, ROLL CAGE (Second Paragraph) (Page 6) (2/16/2022) (INCLUDED IN 3/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Prior to 2022 chassis reinspection, all cars must implement the under seat pan as per the SFI 25.1 specification: "The under-seat portion of the driver's outer floor must contain .090" minimum sheet 4130 (annealed or normalized) steel pan, either above or in lieu of the under-seat diagonals. If the steel sheet pan is in lieu of under-seat diagonals, the pan must be fully welded around its perimeter. The purpose of the sheet steel is to be a foundation when a minimum of ." of SFI 45.2 foam under the driver's buttocks and thighs is required. Either rub tubes, or the bottom of both the driver side rocker bar (#7A) and driver side inner frame rail (#2A) within 6" of the pan must extend at least 1/2" below the lowest point of the seat pan. If rub tubes are employed for this purpose, they must be minimum 1" x .058" 4130 or ~~DOGOL~~ [Docol](#) R8 welded to the driver side rocker bar (#7A) and the driver side inner frame rail (#2A) within the length of the pan."

**SECTION 17: PRO STOCK, BODY: 7, FLOOR (Page 9) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Driver's-side floor pan must be steel and must be welded in place. Driver's- and passenger's-side floor pan must be steel and welded in place on any car built after Oct. 31, 2006. Remainder of stock floors may be replaced with .024-inch steel or .032-inch aluminum or NHRA-accepted carbon fiber permitted. Subfloors and/or belly pans prohibited with the following exception: Floor area between the center framersails extending from the rear crossmember to the bellhousing may be enclosed from the bottom side. Must use minimum .024- inch steel, .032-inch aluminum, or carbon fiber for material. Magnesium prohibited. Maximum width for enclosure is 24 inches. Material may not extend more than halfway around on outside of center framersails and may be two pieces. May be either welded in or removable. Floor supports acceptable; maximum total width of material for supports 4 inches. Chassis, frame, and driveline must be below floor. ~~Rear floor may not be higher than 8 inches above door sill.~~ Driveline tunnel behind driver's seat may be higher for proper clearance. Magnesium interior panels prohibited. See General Regulations 7:5.

**SECTION 17: PRO STOCK, ELECTRICAL:8, MASTER CUTOFF (Page 11) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

~~Mandatory. Mandatory. 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.~~

Mandatory. An electrical power cutoff switch produced for automotive use (one only) or the Modern Racing kit MR-1016-1010 configured as shown in diagram on [www.NHRARacer.com](http://www.NHRARacer.com), must be installed on the rearmost part of each vehicle and be easily accessible from outside the car body. The push off mechanism of the master cutoff switch must be placed in such a manner as to give a safety official an unobstructed view of the mechanism from the rear of the vehicle. The push off master cutoff switch / mechanism must be RED in color and have a minimum 4" contrasting background color centered around it. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions including magneto ignition. The off position must be clearly indicated with the word "OFF." For "push/pull" type switch, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Keyed switches prohibited. A secondary switch, located in reach of the driver, that is connected and utilized to disable the master cutoff system is mandatory. Any activation of the fire suppression system must also activate the master cutoff switch.

**SECTION 17: PRO STOCK, SUPPORT GROUP: 9, FIRE EXTINGUISHER SYSTEM (Page 11) (5/6/2022) (6/16/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Manually-activated extinguishing system mandatory. Manual system may additionally be activated pneumatically or thermally. Fire extinguishing system must meet SFI Spec 17.1. Minimum 5-pound NHRA-accepted fire extinguishing system mandatory. System must be divided with one nozzle on driver's side and one nozzle on engine. If fire bottle is mounted in front of the firewall, it must be connected to the nozzle system with a flexible steel braided line. All cars are required to have a pneumatic cylinder, pressurized by the fire system, that will activate the master kill switch and shut off the engine when fire system is activated. Minimum size - 5/8 inches. See General Regulations 9:3 ~~for NHRA-accepted fire extinguishing agents.~~

**SECTION 17: PRO STOCK, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 12) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5, and shoes meeting SFI Spec 3.3/5 mandatory. An SFI 3.3 head sock or SFI 3.3 skirted helmet is required on all cars, where a neck collar is not used. Beginning August 1, 2022 glove under-liners made of flame retardant material

and socks meeting SFI 3.3 mandatory. Additionally, beginning August 1, 2022, when utilizing a two-piece driver's suit, long sleeve underwear shirt meeting SFI 3.3 and long underwear pants meeting SFI 3.3 are required. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex, etc.) are prohibited. All metallic jewelry prohibited. **Beginning January 1, 2023, a one-piece driver's suit will be mandatory in addition to above requirements.** See General Regulations 10:10.

**SECTION 18: FUNNY CAR, ENGINE:1, OIL-RETENTION DEVICE (Page 4) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

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. A longer pan to provide improved oil retention is acceptable; however, pan must not extend under driver's seat or provide air passages that would be considered enhanced ground effects. When a longer pan is used, all vertical transitions, on the engine oil-retention device, must use a 90-degree step. Pan may be no wider than outside edge of the bottom framrails and must extend to the top of the upper framrails. 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.

**SECTION 18: FUNNY CAR, ENGINE:1, VALVE COVERS (Page 5) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Must be fabricated from steel, titanium, or aluminum (no cast or composite permitted) ~~and NHRA-accepted~~. Must be installed using 5/16-inch steel studs (4130 minimum) and steel or titanium nuts. Titanium valve covers must be SFI Spec 14.4, ~~aluminum or steel valve covers must have SFI Spec 14.4 blanket.~~

**SECTION 18: FUNNY CAR, FRAME:4, HELMET SHROUD (Page 7) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

All vehicles in Funny Car must have a rear roll-cage shroud. A one- or three-piece shroud is permitted. 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 1/4-inch-minimum diameter Grade 8 bolts and bosses per side, to the top with one 1/4- inch minimum diameter Grade 8 bolt and boss, and the rear bars with a minimum of two 1/4-inch-minimum-diameter Grade 8 bolts and bosses per side. Bolts must be 6-point hex-style heads. Tabs with bolt and nut, where the nut is welded to the tab, may be used in place of the bosses. Three-piece shields must be made with two side shields and a center section.

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~~. Bolt heads must be 1/2-inch hex-style head.

**SECTION 18: FUNNY CAR, FRAME:4, PARACHUTE (Page 7) (1/28/2022)**  
**(INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRACER.COM)**

Dual parachutes mandatory. ~~Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.~~ Beginning 1/1/2022, all spring- loaded pilot chutes which are attached to the main parachutes must be made of a bright color material, not black, to be visible on the racing surface if detached from the main chute when deployed. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16- inch 4130 steel or titanium. Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt(s) on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. Two separate release cables mandatory. Parachute mounting box must be NHRA-accepted prior to competition. The parachute floor must be flat and may not extend more than 6 inches rearward or beyond the parachute pack, whichever is less. The measurement will be taken from the mounting point on the rear of the body. The use of a wicker prohibited. See General Regulations 4:8.

**SECTION 18: FUNNY CAR, FRAME:4, ROLL CAGE (Page 8) (1/20/2022)  
(INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION OF THE  
RULEBOOK FOUND ON NHRARACER.COM)**

Chassis must meet SFI Spec 10.5. Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame before participation. ~~All wiring must be external of the framerails;~~ Routing of cables, electrical wiring, and hydraulic or pneumatic lines inside the chassis is permitted. See General Regulations 4:4, 4:11, 10:6.

**SECTION 18: FUNNY CAR, INTERIOR:6, DOGHOUSE SHIELD (Page 9)  
(12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION  
OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Doghouse fire shielding in driver compartment mandatory. Must seal to clutch cover and to top framerails. Trailing edge of shield should extend to base of steering wheel and angle toward top of roll cage. Must be mounted with minimum 4 self-locking fasteners (2 on each side). Minimum material; .040-inch aluminum, .024-inch steel or titanium. Hinged top optional.

Any open area between the upper frame rails, rear of engine, and front of doghouse shield must be covered. This "clutch" cover must be made from carbon, carbon/kevlar, aluminum or titanium. The area surrounding the head gasket, at rear of motor, must be covered with a titanium or steel plate. The plate must provide adequate shielding in the event a head gasket fails.

**SECTION 18: FUNNY CAR, SUPPORT GROUP:9, COMPUTER/DATA  
RECORDER (Page 10) (12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF  
ELECTRONIC VERSION OF THE RULEBOOK FOUND ON  
NHRARACER.COM)**

Data recorders permitted; must be NHRA-accepted. Accepted systems: Racepak Pro III, Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. All Pro III output signals must be approved by NHRA Technical Department prior to use. Only NHRA-accepted inputs can be used in competition. A current list of NHRA-accepted inputs can be found on NHRARacer.com. Any input(s) not on the NHRA-accepted list must be accepted by the NHRA Technical Department, prior to utilizing them. Final determination on all input(s) & sensor(s) used on a vehicle is determined solely by the NHRA Technical Department. ~~Ride height sensors permitted; may only be connected to data recorder.~~ If a vehicle is found to have inputs that are not NHRA-accepted, then the driver and/or team is subject to penalties in the sole and absolute discretion of NHRA. See General Regulations 9:1, 9:2.2

**SECTION 18: FUNNY CAR, SUPPORT GROUP:9, FIRE EXTINGUISHER SYSTEM (Page 11) (5/6/2022) (6/16/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Fire extinguishing system must meet SFI Spec 17.1. Minimum 20-pound or more NHRA-accepted fire extinguishing system mandatory. System must be divided so that a minimum of 15 pounds is directed into engine compartment by means of nozzled outlets placed in front of each bank of exhaust headers. Remaining 5 pounds or more should be dispersed in driver compartment by means of an atomizing nozzle placed at driver's feet. Must be installed per manufacturer's specifications with all gauges clearly visible. Fire bottle activation cables must be installed inside framerail where cables pass engine/bellhousing area. Fire-bottle mounting brackets must be constructed of aluminum or steel. Carbon-fiber bottles prohibited.

~~If equipped with a pneumatic-activated extinguishing system, a manual-activated extinguishing system is mandatory. If a manual-activated extinguishing system is primary, no backup system is required.~~ Manually-activated extinguishing system mandatory. Manual system may additionally be activated pneumatically or thermally. See General Regulations 9:3 ~~for NHRA – accepted fire extinguishing agents.~~

**SECTION 18: FUNNY CAR, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 12) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Driver's suit meeting SFI Spec 3.2A/20, long sleeve underwear shirt meeting SFI 3.3, long underwear pants meeting SFI 3.3, SFI Spec 3.3/20 gloves, glove underliners made of flame retardant material, SFI Spec 3.3/20 boots, socks meeting SFI 3.3, SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt mandatory. A shoe meeting SFI Spec 3.3/20 constructed such that the flame retardant material is at least six inches above the heel may be used in lieu of a 3.3/20 boot. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified on a fiveyear interval. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex etc.) are prohibited. All metallic jewelry prohibited. Beginning January 1, 2023, a one-piece driver's suit will be mandatory in addition to above requirements. See General Regulations 10:10.

**SECTION 19: TOP FUEL DRAGSTER, ENGINE:1, VALVE COVERS (Page 5) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Must be fabricated ~~from steel,~~ titanium, ~~or aluminum~~ (no cast or composite permitted) ~~and NHRA-accepted.~~ Must be installed using 5/16-inch steel studs

(4130 minimum) and steel or titanium nuts. Titanium valve covers must be SFI Spec 14.4, ~~aluminum or steel valve covers must have SFI Spec 14.4 blanket.~~

**SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, ROLL CAGE (Page 9)  
(12/16/2021) (INCLUDED IN 1/11/2022 RELEASE OF ELECTRONIC VERSION  
OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Chassis must meet SFI Spec 2.3T (rear-engine cars). Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame before participation. Cars without crossmember above driver's legs must have a strap or device to prevent legs from protruding outside chassis. All wiring must be external of the frameroils; routing of cables and hydraulic or pneumatic lines inside the chassis is permitted.

See General Regulations 4:4, 4:11, 10:6.

**SECTION 19: TOP FUEL DRAGSTER, FRAME:4, PARACHUTE (Page 8)  
(1/28/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION  
OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Dual parachutes mandatory. ~~Beginning January 1, 2022, Pilot chutes must be made of a bright color, not black, to be visible on the racing surface if detached from the main chute.~~ Beginning 1/1/2022, all spring- loaded pilot chutes which are attached to the main parachutes must be made of a bright color material, not black, to be visible on the racing surface if detached from the main chute when deployed. Two separate shroud line mounting points mandatory with sleeved 1/2-inch-minimum Grade 8 steel bolts with self-locking nuts or with nuts welded onto parachute brackets. Shroud line mounting brackets must be constructed of minimum 3/16- inch 4130 steel or titanium. Shroud lines must be covered with 1/16-inch-thick leather or NHRA-accepted material from mounting point into the pack. Two NHRA-accepted parachute tethers are required and must be routed through each shroud line end loop and be attached using the rear end mounting bolts on each side. The mounting attachments on each end of both tethers must attach to either separate rear end mounting bolts or opposite ends of a single bolt (one under the head of the bolt and the other under the nut). NHRA-accepted parachute tethers: Amick Race Car Restraints PARA-101REV1, Future Fibres FF30MLB-P-MB, or Taylor Motorsports 108. When Future Fibres FF30MLB-P-MB is used, only one tether is required and must be routed through each shroud line end loop and be attached using the rear end mounting bolt on each side. All tethers must be covered with a fire-resistant material. Two separate release cables mandatory. See WINGS & SUPPORTS. See General Regulations 4:8.

**SECTION 19: TOP FUEL DRAGSTER, FRAME:4, ROLL CAGE (Page 9)  
(1/20/2022) (INCLUDED IN 2/8/2022 RELEASE OF ELECTRONIC VERSION  
OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Chassis must meet SFI Spec 2.3T (rear-engine cars). Chassis must be recertified yearly by NHRA and have serialized sticker affixed to frame before participation. Cars without crossmember above driver's legs must have a strap or device to prevent legs from protruding outside chassis. ~~All wiring must be~~

~~external of the framerails; r~~Routing of cables, [electrical wiring](#), and hydraulic or pneumatic lines inside the chassis is permitted. See General Regulations 4:4, 4:11, 10:6.

**SECTION 19: TOP FUEL DRAGSTER, BODY:7, CANOPY (Page 10)  
(5/6/2022) (6/16/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022  
RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON  
NHRARACER.COM)**

~~Fuel Canopy Composite Assembly and ACG12A133 Top Fuel Canopy Mechanical/Mounting Kit~~ Permitted. [When utilizing ACG12A132 canopy, only ACG12A133 Top Fuel Canopy Mechanical/Mounting Kit permitted. When utilizing ACG20A1119 canopy, only the John Force American Made Mechanical/Mounting Kit permitted.](#) Canopy must be installed per manufacturer's instructions.

Any car with a canopy must have an NHRA-accepted 5-pound fire extinguishing system meeting SFI Spec 17.1. Must be installed per manufacturer's specifications with all gauges clearly visible. Fire-bottle activation cables must be installed inside framerail where cables pass engine/ bellhousing area. Fire-bottle mounting brackets must be constructed of aluminum or steel. Carbon-fiber bottles prohibited. See General Regulations 9:3.

Punch-out fire window score lines may not be covered by vinyl covering. Punch-out panels must be well-marked and visible at night. Relationship of injector hat to canopy wickerbill must meet requirements shown in the accompanying figure.

Relationship of injector hat to canopy wickerbill must meet requirements shown in the accompanying figure. [Canopy wickerbill minimum width 14.75 inches. The wickerbill will be measured on the backside in a straight line from edge to edge.](#)

**SECTION 19: TOP FUEL DRAGSTER, SUPPORT GROUP: 9,  
COMPUTER/DATA RECORDER (Page 13) (12/16/2021) (INCLUDED IN  
1/11/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK  
FOUND ON NHRARACER.COM)**

Data recorders permitted; must be NHRA-accepted. Accepted systems: Racepak Pro III, Pro II, Pro 1B, and Pro I. Data recorder may be used in conjunction with manufacturer's digital dash display. All Pro III output signals must be approved by NHRA Technical Department prior to use. [Only NHRA-accepted inputs can be used in competition. A current list of NHRA-accepted inputs can be found on NHRARacer.com. Any input\(s\) not on the NHRA-accepted list must be accepted by the NHRA Technical Department, prior to utilizing them. Final determination on all input\(s\) & sensor\(s\) used on a vehicle is determined solely by the NHRA Technical Department.](#) ~~Ride height sensors permitted; may only be connected to data recorder.~~ [If a vehicle is found to have inputs that are not NHRA-accepted, then the driver and/or team is subject to penalties in the sole and absolute discretion of NHRA.](#) See General Regulations 9:1, 9:2.

**SECTION 19: TOP FUEL DRAGSTER, SUPPORT GROUP:9, FIRE EXTINGUISHER SYSTEM (Page 11) (5/6/2022) (6/16/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Fire extinguisher system meeting SFI Spec 17.1 mandatory on cars with an enclosed cockpit. Minimum 5-pound, NHRA-accepted fire extinguisher system. Must be installed per manufacturer's specifications with all gauges clearly visible. When a fire extinguisher system is required, a manually-activated extinguishing system mandatory. Manual system may additionally be activated pneumatically or thermally. See General Regulations 9:3 for NHRA-accepted fire extinguishing agents.

**SECTION 19: TOP FUEL DRAGSTER, DRIVER: 10, PROTECTIVE EQUIPMENT (Page 15) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Driver's suit meeting SFI Spec 3.2A/20, long sleeve underwear shirt meeting SFI 3.3., long underwear pants meeting SFI 3.3, SFI Spec 3.3/20 gloves, glove under-liners made of flame retardant material, SFI Spec 3.3/15 boots/ shoes, socks meeting SFI 3.3, SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt mandatory. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified on a five-year interval. All clothing containing metal or plastic prohibited. Undergarments that are worn in addition to those mandated that are made of flammable materials (e.g. nylon, rayon, polyester, spandex etc.) are prohibited. All metallic jewelry prohibited. Beginning January 1, 2023, a one-piece driver's suit will be mandatory in addition to above requirements. See General Regulations 10:10.

**SECTION 21: GENERAL REGULATIONS, ENGINE:1, 1:10 SUPERCHARGER (Page 9) (4<sup>th</sup> Paragraph) (5/6/2022) (5/6/2022 AMENDMENTS INCLUDED IN 6/7/2022 RELEASE OF ELECTRONIC VERSION OF THE RULEBOOK FOUND ON NHRARACER.COM)**

Manifold burst panel meeting SFI Spec 23.1 (in addition to supercharger panel) and restraint device meeting SFI Spec 14.21 mandatory. PSI screw supercharger permitted to use a tandem burst panel kit, installed per PSI instructions on superchargers only. Any other use of double burst panels on any supercharger or manifold prohibited. Burst panel deflector plates permitted. Any and all components, with the exception of supercharger restraint straps, must be located so as to be clear of exit pressure from intake manifold burst panel. No devices allowed to be attached to the supercharger restraint straps including but not limited to fuel block, down nozzle, manifold nozzle lines, and data acquisition devices.



**SECTION 21: GENERAL REGULATIONS, TIRES AND WHEELS:5, 5:2  
WHEELS (3<sup>rd</sup> Paragraph) (Page 31) (6/16/2022)**

Wheel spacer permitted. Spacer to be either hub-centric or lug-centric and must fit with minimal clearance to retain concentricity. The wheel spacer must not reduce the minimum permitted thread engagement below the limits established by fastener diameter. (See example as stated above.) No stacking of wheel spacers allowed. Maximum rim width on any car: 16 inches. No rear wheel discs or covers permitted in any category. ~~Top Fuel and Funny Car rear wheels must meet SFI Spec 15.4. Pro Stock, Top Alcohol Dragster, Top Alcohol Funny Car, and Pro Modified (Comp) must meet a minimum of SFI Spec 15.1.~~

~~In Pro Modified, Pro Stock, Funny Car and Top Fuel Dragster, effective April 24, 2019:~~

~~(a) any rear wheels originally certified as meeting SFI Spec 15.1 must bear a wheel conformance label indicating compliance with SFI Specification 15.1 properly affixed to each wheel per the specification; (b) any rear wheels originally certified as meeting SFI Spec 15.3 must bear a wheel conformance label indicating compliance with SFI Specification 15.3 properly affixed to each wheel per the specification (including re-certification if applicable); and (c) any rear wheels originally certified as meeting SFI Spec 15.4 must bear a wheel conformance label indicating compliance with SFI Specification 15.4 properly affixed to each wheel per the specification (including re-certification if applicable).~~

~~In all other categories, effective January 1, 2021:~~

~~(a) any rear wheels originally certified as meeting SFI Spec 15.1 must bear a wheel conformance label indicating compliance with SFI Specification 15.1 properly affixed to each wheel per the specification; (b) any rear wheels originally certified as meeting SFI Spec 15.3 must bear a wheel conformance label indicating compliance with SFI Specification 15.3 properly affixed to each wheel per the specification (including re-certification if applicable); and (c) any rear wheels originally certified as meeting SFI Spec 15.4 must bear a wheel conformance label indicating compliance with SFI Specification 15.4 properly affixed to each wheel per the specification (including re-certification if applicable).~~

Beginning January 1, 2023, cars running 5.99 (\*3.79) or quicker must use a SFI 15.3 drive wheel with either a liner or double beadlock. Cars running 4.99 (\*3.09) or quicker must use a SFI 15.4 drive wheel. Top Fuel and Funny Car must use an SFI 15.4 drive wheel. All wheels must bear a wheel conformance label indicating compliance with the SFI Certification it was originally built to.



## **SECTION 21: GENERAL REGULATIONS, SUPPORT GROUP:9, 9:3 FIRE EXTINGUISHER (Page 39) (6/16/2022)**

An onboard fire extinguisher system is mandated under certain Class Requirements. **ALL FIRE BOTTLE SAFETY PINS MUST BE REMOVED BEFORE THE VEHICLE REACHES THE READY LINE.** Must be installed per manufacturer's specifications with all gauges clearly visible; viewing window(s) may be required for some applications. In other classes, it is recommended that each contestant and/or his or her crew have a loaded, serviceable fire extinguisher and a fire blanket in their possession, carried in the tow vehicle, race car, or otherwise available for immediate use. Dry chemical or CO<sub>2</sub>-type extinguishers, 2 1/2-pound minimum size, are recommended. When installed in a race car, must be mounted in a secure manner; use of flip-open-type clamps prohibited. When required, Top Fuel, Funny Car, Pro Stock, Top Alcohol Dragster, and Top Alcohol Funny Car, fire extinguishing system must meet SFI Spec 17.1 and installed and utilized per manufacturer's installation requirements. All front-engine, open bodied supercharged or turbocharged (gasoline or methanol) cars running 7.49 seconds or quicker must be equipped with an SFI-rated 20-pound fire system. For all other vehicles, onboard fire extinguisher systems must be manually controlled **Cold Fire 302, Fire X plus, Halon FE1211 or 1301 or FM200, or F500, 3M Novec 1230 or DuPont FE-36 or FE-227,** and mounted per manufacturer's specifications with the primary nozzle(s) directed in an attempt to protect the driver. **Other agents, classified on the EPA SNAP list as Acceptable Total Flooding Agents (Feasible for Use in Occupied Areas) and NHRA accepted, may be used. See <https://www.sfifoundation.com/wp-content/pdfs/Current17.1Products.pdf> for accepted agents.** Bottles and lines must be mounted above the bottom of the adjacent framerrails. Fire bottle activation cables must be installed inside framerrail where cables pass engine/bellhousing area. Bottles must be DOT approved or meet SFI Spec 17.1 and permanently mounted (no hose clamps or tie wraps). In the case of more than one bottle, each bottle must have its own distribution tubing and nozzles. The use of bottles, nozzles, or tubing other than that recommended by the manufacturer is prohibited. Upon activation of the system, the contents of the bottle(s) must be totally discharged; partial-discharge systems prohibited. The bottles must be mounted in such a manner that should an explosion or failure of any mechanical component of the vehicle occur, the bottles will be protected from flying parts. When installed in/on a race car, must be mounted in a secure manner; use of flip-open-type clamps, hose clamps, tie wraps, snaps, etc. prohibited. They should be protected from excessive temperature and mounted rigidly to the vehicle. Remote cables must be metallic (plastic or plastic-wrapped cables prohibited) and installed so they are protected in the event of an upset or collision. Follow the manufacturer's recommendations regarding installation, especially on bend radius, and protection from crimping or kinking. All fire systems must use steel lines, steel or aluminum distribution nozzles, and must be equipped with a pressure gauge. **All bottles must be identified with a gross**

**loaded weight figure.** It is the responsibility of the competitor to weigh the bottle prior to each event.