



2025 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE INITIAL RELEASE OF THE 2025 RULEBOOK)

(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY)

INITIAL RELEASE: 12/19/2024
SECOND RELEASE: 01/09/2025
THIRD RELEASE: 02/05/2025
FOURTH RELEASE: 02/19/2025
FIFTH RELEASE: 02/25/2025
SIXTH RELEASE: 02/28/2025
SEVENTH RELEASE: 03/03/2025
EIGHTH RELEASE: 03/04/2025
NINTH RELEASE: 04/04/2025
TENTH RELEASE: 04/10/2025

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Deletions are ~~Red strikethrough~~

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DIVISION FIELD OFFICES (Page iv) (02/05/2025)

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Monday and Thursday, 8 a.m.-4 p.m. ET, Friday, 8 a.m.-noon ET

Northeast Division: Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia; Maritime Provinces, Eastern Ontario, and Quebec, Canada

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Southeast Division: Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia; Puerto Rico and the Caribbean

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North Central Division: Illinois, Indiana, Kentucky, Michigan, Ohio, and Wisconsin; Western Ontario, Canada

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West Central Division: Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin, and Wyoming; Manitoba, Canada

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Northwest Division: Alaska, Idaho, Montana, Oregon, and Washington; Alberta, British Columbia, and Saskatchewan, Canada

PACIFIC DIVISION (7) OFFICE

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Pacific Division: Arizona, California, Colorado, Hawaii, Nevada, New Mexico, and Utah; Mexico

NHRA LUCAS OIL DRAG RACING SERIES (Page x) (02/05/2025)

Many of the future stars of NHRA Championship Drag Racing develop their skills in the NHRA Lucas Oil Drag Racing Series. The premier Sportsman racing program in motorsports, the NHRA Lucas Oil Drag Racing Series showcases competition in eight categories, highlighted by the 260-mph Top Alcohol Dragsters and Top Alcohol Funny Cars, as well as Comp, Super Stock, Stock, Super Comp, Super Gas, and Super Street. Racers compete for national, regional, and divisional championships and a share of the more than half a million dollars in prize money.

In seven geographic regions of North America, more than 40,000 licensed racers can score points toward divisional, regional, and national championships at a select number of events. Drivers in the alcohol classes earn points toward regional titles, and drivers in the remaining classes run for divisional titles. The season runs from February through November.

Run in conjunction with the NHRA Lucas Oil Drag Racing Series is a popular program for each division's best racers: the JEGS Allstars. Drivers score points at divisional races toward qualifying for the Allstars tournament, held at the [U.S. Nationals Texas NHRA Fall Nationals in Ennis, TX](#). Boasting a \$124,000 purse, the JEGS Allstars is one of the most lucrative single-day events in Sportsman racing.

For the location of the nearest racetrack hosting an NHRA Lucas Oil Drag Racing Series event, log on to NHRARacer.com, or call your local division office.

NHRA SUMMIT RACING SERIES (Page xii) (02/05/2025)

The NHRA Summit Racing Series that is contested across North America forms the world's largest motorsports program in terms of racer participation. Participating NHRA member tracks across North America host regularly scheduled events and award points. At the end of the season, each track selects a team of racers from among its top points finishers to represent the track in a divisional Summit Racing Series Finals. Competitors — running in different categories based on performance — race until a champion is crowned in each category. Points totals also are tallied for team honors.

Division champions in Super Pro, Pro, Sportsman, and Motorcycle are eligible to compete at the [season-ending Auto Club NHRA Finals NHRA Nevada Nationals in Las Vegas, Nevada Pomona, Calif.](#), to determine a national champion. In addition to the lucrative Summit prize fund, many manufacturers post contingency awards, making the final payouts indeed worthy of the caliber of racing.

Run in conjunction with the NHRA Summit Racing Series is a popular program for high school students. Each participating track holds special High School eliminators, and a student is selected to represent the track at the NHRA Summit Racing Series Finals in each division.

A breakdown of rules regarding construction and preparation of vehicles for Summit Racing Series competition is in Section 4 of this Rulebook. Novice racers are invited to ask for advice in getting started in the sport. To do that and to find the location of the nearest racetrack, call NHRA headquarters, 626-914-4761, or your local NHRA division office (listed on page iv). An up-to-date listing of member tracks is also on NHRA.com: NHRA.com/member-track-locator.

SECTION 2: RACE PROCEDURES, REPLACEMENT DRIVER, (Page 4) (02/25/2025) **[DIVISIONAL EVENTS – Racers in TAD, TAFC, Comp, SS, Stock, SC, SG, SST TD, and TS categories. The rules and procedures below apply to the replacement of drivers at divisional events:](#)**

1. The originally entered driver must have been in attendance and successfully passed tech inspection at the event. If racer self-certification is in effect, the replacement driver must complete a new, separate racer self-certification.
2. The replacement driver must have proper credentials and meet event entry criteria.
3. The originally entered driver will be withdrawn from competition and cannot be reinstated for the applicable event.
4. The originally entered driver will NOT be charged with the event or receive points, and the replacement driver will receive all points earned by him/her.
5. The replacement driver must drive the same vehicle originally entered by the withdrawn driver, as it is described on the entry form.
6. Replacement drivers will not be permitted to make test or checkout runs during the event.

SECTION 2: RACE PROCEDURES, REPLACEMENT VEHICLES, (Page 5) (02/25/2025)

REPLACEMENT VEHICLES

1. The original vehicle is withdrawn from competition and cannot be reinstated.
2. A replacement vehicle cannot have been utilized by any other contestant at the same event.
3. NHRA Technical Officials must be notified of any vehicle, body, or chassis change.
4. Online tech card will need to be updated.
 - ~~a. MFDRS, PM, MMPS: Online tech card will need to be updated.~~
 - ~~b. FSS, FX, LODRS: A new tech card will be required.~~
5. Driver must stay within original eliminator category and class entered (~~i.e., A/ED driver must remain in A/ED, G/SA to G/SA, etc.~~).
6. Checkout runs for replacement vehicles are not available.

TF, FC, and PS categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Any number of replacement funny car bodies may be utilized at any time during an event (including eliminations). Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations).

PSM categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Make/Model:
Driver will retain qualifying times and standings as posted while driving the original

entered vehicle **IF** the replacement vehicle has the same engine platform/combination. The driver **WILL NOT** retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in PSM may return to their original engine platform at a subsequent event the contestant attends, without penalty. Engine platform/combination changes will be allowed during qualifying and eliminations Any E.T.'s posted will be void for lane choice or other considerations, if an engine platform/combination change takes place prior to any subsequent round of eliminations (including 1st Round). Additional engine platform/ combination changes are allowed during the season. Forty (40) points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change. In the event of a rider changing teams, the point deduction would only apply if the new team changes engine platforms/combination after one change is made. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

PM: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Power Adder: Driver will retain qualifying times and standings as posted while driving the original entered vehicle **IF** the replacement vehicle has the same engine platform/combination. The driver **WILL NOT** retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in PM may return their original power adder at the next subsequent event the contestant attends, without penalty. Engine platform/ combination changes will be allowed during qualifying and eliminations. Any E.T.'s posted will be void for lane choice or other considerations, if an engine platform/combination change takes place prior to any subsequent round of eliminations (including 1st Round). Additional engine platform/combination changes are allowed during the season. Forty (40) points at the time of the change will be deducted from the competitors total for each additional engine platform/combination change. In the event of a driver changing teams, the point deduction would only apply if the new team changes engine platforms/combination after one change is made. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

MMPS: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Any number of replacement bodies may be utilized at any time during an event (including eliminations). Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations).

TAD and TAFC categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made, and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. Only one replacement chassis or vehicle may be utilized at any time during an event. If an engine platform/combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Power Adder: Driver will retain qualifying times and standings as posted while driving the original entered vehicle **IF** the replacement vehicle has the same engine platform/combination. The driver **WILL NOT** retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. No engine platform/combination changes are permitted after qualifying has been completed. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant in TAD and TAFC may return to their original power adder at a subsequent event the contestant attends, without penalty. Additional engine platform/combination changes are allowed during the season. Twenty (20) points at the time of the change will be deducted from the competitor's total for each additional engine platform/combination change. In the event a driver changes teams and the team changes engine platforms/combination but waives the event points, 20 points will not be deducted and the change in engine platforms/ combination will not count. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

FSS, and FX categories: Driver retains qualifying times and standings as posted while driving the original entered vehicle. Only one replacement chassis or vehicle may be utilized at any time during an event (including eliminations). If an engine platform/combination change is made the following policy will be in place:

Engine platforms/combination changes will be determined by Make/Model: Driver will retain qualifying times and standings as posted while driving the original entered vehicle **IF** the replacement vehicle has the same engine platform/combination. The driver **WILL NOT** retain qualifying times and standings as posted while driving the original entered vehicle if the replacement vehicle does not have the same engine platform/combination as the original entered vehicle. One engine platform/combination change will be allowed during the season without penalty. In addition, a contestant

in FSS and FX may return to their original engine platform at a subsequent event the contestant attends, without penalty. Engine platform/ combination changes will be allowed during qualifying and eliminations. Any E.T.'s posted will be void for lane choice or other considerations, if an engine platform/combination change takes place prior to any subsequent round of eliminations (including 1st Round). Additional engine platform/combination changes are allowed during the season. Forty (40) points at the time of the change will be deducted from the competitor's total for each additional engine platform/combination change. Engine platform/combinations will be determined at NHRA's sole and absolute discretion.

Comp, SS, Stock, TD, and TS categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made, and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed. Teams are limited to one replacement vehicle action per event.

SC, SG, and SST categories: All previous event times are voided for the vehicles and drivers involved. Changes must be made prior to first round of eliminations. No changes are permitted after first round of eliminations has been completed. Teams are limited to one replacement vehicle action per event.

JDRL: In the NHRA Summit Racing Jr. Drag Racing League, one car may be shared by more than one driver. In such cases, it is the total responsibility of the participant to appear for races in a timely manner when called by race officials. A contestant cannot drive more than one Jr. Dragster in the same category at the same event. Each driver/car combination is considered a separate entry and any applicable fees must be paid for each entry.

The event director has the option of permitting driver or vehicle changes. Such changes must be made prior to eliminations.

1. All previous event times are void for vehicles and drivers involved.
2. Vehicle must pass a technical and safety inspection.
3. Changes must be made and driver take time trials during the normal schedule, as posted, for the event. No changes are permitted once pre-event time trial or qualifying is completed.
4. Driver must stay within original category entered and have the proper credentials to drive the replacement vehicle.
5. Only one change permitted during the course of an event.
6. Vehicle changes for a postponed event are permitted with advance notification and approval of the event director. No such changes are allowed for races halted in progress and then completed on a subsequent date.

SECTION 2: RACE PROCEDURES, LANE CHOICE (Page 10) **(02/19/2025)(02/25/2025)(02/28/2025)**

In the Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster/Funny Car, Pro Mod, Factory Stock Showdown, Top Sportsman, and Top Dragster categories, lane choice is determined by elapsed times. In case of tie, racer with the fastest MPH on the previous run would earn lane choice. The racer with the better qualifying e.t. gets first-round lane choice, and in subsequent rounds, lane choice goes to the racer with the lowest e.t. in the previous round. In Top Dragster and Top Sportsman runs quicker than 6.10 are not eligible for lane choice unless both competitors went quicker in the previous round with the racer running closest to 6.10 earning lane choice.

In Comp, lane choice is determined by elapsed time. The driver with the better qualifying position gets first-round lane choice, and in subsequent rounds, the lane choice goes to the driver with the lowest elapsed time from the previous round (in relation to his or her index used for qualifying). ~~from the previous round (e.t. is calculated off the actual index, not the contestant's CIC corrected Index).~~ If there is a tie to the thousandth, speed is not the determining factor - the first contestant posting the time will earn lane choice. ~~take precedence.~~

In all other categories, competing drivers are to determine lane choice by a coin flip or a random-draw lane assignment.

SECTION 2: RACE PROCEDURES, OILDOWN POLICY PENALTIES (Page 12) **(02/25/2025)**

Oildowns, and more importantly, downtime associated with cleanups affect everyone at an NHRA Mission Foods Drag Racing Series event, including spectators, contestants, sponsors, and television viewers. With curfews and schedules, oildowns have caused in some cases cancellation of qualifying sessions, early start times, and very late conclusions to the respective sessions.

To reduce downtime due to oil cleanup, the following policy will be in effect for TF, FC, PSC, PSM, PM, TAD, TAFC, Comp, SS, STK, SC, SG, SST, TD, TS, FSS, FX, MMPS and TFM at all NHRA Mission Foods Drag Racing Series events. Penalties may be imposed on teams depositing oil on the racetrack surface during any qualifying and/or elimination round (including the final round).

A violation is defined as any incident requiring the use of mechanical equipment (i.e., tractor, truck, sweeper, etc.) to clean up an oil spill. Spills or drops of oil cleaned up by hand are not considered violations and penalties will not apply. On occasion, equipment will be used to "touch up" the racing surface - such maintenance is not considered a violation. Depositing liquids other than oil (i.e., fuel, fire extinguisher) on the track

surface is not classified as a violation and will not be penalized under this policy. An oil cleanup resulting from a crash will not result in a penalty unless the accident was a result of depositing oil on the track.

This policy encompasses the entire length of the track surface. The track surface includes the area where the vehicles are started, the burnout box, the starting line, the racing distance, and the shutdown area to the point the vehicle exits (including the turnout area if cleanup results in a delay of the race).

TF and FC PENALTIES:

First violation of the season will result in the following:

- Loss of five (5) NHRA Series points regardless of whether qualifying or eliminations.

Second violation of the season will result in the following:

- Loss of ten (10) NHRA Series points regardless of whether qualifying or eliminations.

Subsequent violations:

- Loss of fifteen (15) NHRA Series points per violation regardless of whether qualifying or eliminations.

*Point penalties will be waived during the final six (Countdown to the Championship) events of the season.

Continual/excessive violations will result in an NHRA review of the teams' season performance. Any team experiencing multiple/continual violations, or demonstrating a disregard for the oil-down policy, will be subject to additional punitive action as deemed appropriate by NHRA in its sole and absolute discretion. Such action may involve monetary fines, immediate disqualification from the event, denial to participate at future National Events, testing requirements, and/or suspension of competition privileges.

PS and PSM PENALTIES:

First violation of the season will result in a monetary fine plus a loss of points:

- No monetary fine if during qualifying,
- Five hundred dollars (\$500) if during eliminations,
-- plus --
- Loss of five (5) NHRA Series points regardless of whether qualifying or eliminations.

Subsequent violations:

- No monetary fine if during qualifying.
- One thousand dollars (\$1,000) per violation if during eliminations,
-- plus --
- Loss of ten (10) NHRA Series points per violation regardless of whether
qualifying or eliminations.

*Monetary penalties during eliminations will be in effect at all NHRA National Events during the season.

*Point penalties will be waived during the final six (Countdown to the Championship) events of the season.

Continual/excessive violations will result in an NHRA review of the teams' season performance. Action may vary from a requirement to test or denial to participate in future National Events. Any team experiencing multiple/continual violations, or demonstrating a disregard for the oildown policy, will be subject to additional punitive action as deemed appropriate by NHRA in its sole and absolute discretion. Such action may involve monetary fines, immediate disqualification from the event, denial to participate at future National Events, testing requirements, and/or suspension of competition privileges.

PM PENALTIES:

First violation of season will result in:

- Loss of five (5) NHRA Series season points.
-- plus --
- Five hundred dollars (\$500) monetary fine if during eliminations (no monetary fine if in qualifying).

Subsequent violations:

- Loss of ten (10) NHRA Series season points per violation.
-- plus --
- One thousand dollars (\$1,000) monetary fine per violation if during eliminations
(no monetary fine if in qualifying).

Continual/excessive violations will result in an NHRA review of the teams' season performance. As a result of that review, further action may be taken as determined by NHRA. Action may vary from a requirement to test or denial to participate in future National Events. Any team experiencing multiple/continual violations, or demonstrating a disregard for the oildown policy, will be subject to additional punitive action as deemed appropriate by NHRA in its sole and absolute discretion. Such action may involve

monetary fines, immediate disqualification from the event, denial to participate in future National Events, testing requirements, and/or suspension of competition privileges.

TAD and TAFC PENALTIES:

The first violation of the season will result in a loss of ten (10) NHRA series points from the event.

Subsequent violations:

- Loss of ten (10) NHRA Series points per violation from the event at which violation occurs.
-- plus --
- Five hundred dollars (\$500) monetary fine per violation.

FSS, FX, MMPS and TFM PENALTIES:

The first violation of the season will result in a loss of ten (10) NHRA series season points.

Subsequent violations:

- Loss of ten (10) NHRA Series season points per violation.
-- plus --
- Five hundred dollars (\$500) monetary fine per violation.

COMP, SS, STOCK, SC, SG, SST, TD and TS PENALTIES:

The first violation of the season will result in the loss of ten (10) NHRA series points from the event.

Subsequent violations:

- Loss of ten (10) NHRA Series points per violation from the event at which violation occurs.
-- plus --
- Two hundred and fifty dollars (\$250) monetary fine per violation.

Continual/excessive violations will result in an NHRA review of the teams' season performance. As a result of that review, further action may be taken as determined by NHRA. Action may vary from a requirement to test or denial to participate in future National Events. Any team experiencing multiple/continual violations, or demonstrating a disregard for the oildown policy, will be subject to additional punitive action as deemed appropriate by NHRA in its sole and absolute discretion. Such action may involve

monetary fines, immediate disqualification from the event, denial to participate in future National Events, testing requirements, and/or suspension of competition privileges.

Should a trend develop whereas an increasing number of oildowns are being experienced, additional penalties may be implemented anytime during the 2025 season. Those penalties can range from loss of run, increased monetary fines, and/or additional points deduction.

Fines will be deducted from the team's event winnings. Teams not qualifying for purse money will be invoiced at the conclusion of the event. Payment in full must be received by NHRA prior to participation in future NHRA National Events. Revenue collected from oildown violations will be utilized by NHRA to improve cleanup time and efficiency (i.e., purchasing of equipment, researching technology, supplies, personnel, etc.).

The Event Director's decision is final in determining oildown violations. There is no provision for the review of decisions of the Event Director, his designee, or other NHRA event officials at racing events. The reason for this is to ensure that there can be finality regarding the events that are run. To provide for an appeal of all actions or inactions of the Event Director would result in a delay in the determination of literally every NHRA National Event. Such interminable delays are unacceptable to the sport, the participants, and the spectators. While the decisions of the Event Officials are not appealable, NHRA reserves the right to reverse decisions or review actions or inactions on its own initiative if it determines that such action is warranted.

Fines are utilized for equipment purchases, personnel training, innovative technology, and support of the NHRA Safety Safari.

SECTION 4: JR. DRAG RACING LEAGUE, ENGINE: 1, ENGINE (Page 6) **(04/04/2025)**

Novice, Intermediate, Advance, and Master classes restricted to a maximum of one rear-mounted — based on a five horsepower, single-cylinder, single-spark-plug, flathead-configured, four cycle engine or any OHV engine **212CC or smaller** single cylinder— engine from a recognized OEM or NHRA-accepted aftermarket supplier. **Must be NHRA accepted.** NHRA accepted aftermarket block permitted. Must retain original five horsepower engine block configuration. Porting, polishing, and relieving of block; boring of cylinder; machining of deck surface permitted. Aftermarket head permitted. Adding material to deck surface, installing a spacer between the block and cylinder head, or any other modification designed to increase the effective deck height of the cylinder prohibited.

JR ROADSTER: maximum engine height measured from the ground to top of cylinder head not to exceed 36”.

Accepted aftermarket engines for Novice, Intermediate, Advanced and Master classes: Metro Racing flathead, McGee Racing flathead, Tecumseh flathead, LPW Racing Products monster racing block, JR Race Car flathead, Pure Power Racing flathead, M-1 Machine racing block, SR71 Racing Block by Soltz Racing, Huddelston Performance Billet Magnum OHV engine, Huddleston Performance Sniper, R&S Machine Terminator, TRS block, , Kondor Technologies TAZ-351 **and any OHV engine 212CC or smaller single cylinder** or an electric powered motor meeting the rules found in the Electric-Powered Jr. Dragster section of this rulebook. All accepted aftermarket flathead engines must not exceed 10 11/16 inches from base to deck. Any measurement that exceeds that limit is prohibited. See Trainee and Youth Class Designations for their engine requirements.

SECTION 4: JR. DRAG RACING LEAGUE, DRIVETRAIN: 2, CLUTCH (Page 8) **(04/04/2025)**

Maximum one dry centrifugal-type engine clutch. Chain or belt drive only. Axle clutches prohibited. The clutch face plate must have sufficient material to cover the clutch housing using billet aluminum or steel. All clutch covers designed after April 24, 2006, must be NHRA-accepted. Accepted clutch face plates: Polar, Gaged Engineering, McGee Racing Cams, JR Race Car, Craw Racing, Metro Racing, Power Block (HRD), Comet, Cheetah Supply, Salisbury, Blossom Racing, M&S Machine, Haddock Ltd., MX2, and Brand X Racing Engines, Clay Smith Engineering, [Kondor Technologies](#).

SECTION 6: PRO MOD, DESIGNATION (Page 1) (02/25/2025)

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) - 2,515 pounds
 Nitrous-assisted entries (960 cid) - 2,565 pounds
 Nitrous-assisted entries (961 cid and larger) – 2,615
 Roots supercharged entries (526 cid) – ~~2,635~~ [2620](#) pounds
 Centrifugal supercharged entries (526 cid) - 2,740 pounds
 Screw Supercharged entries (526 cid) – 2,640 pounds
 Turbocharged entries (526 cid) - 2,590 pounds

Nostalgia body styles (1959 and older) may deduct 75 pounds from minimum weight. Nostalgia body styles (1960-2000) may deduct 50 pounds from minimum weight. (1968-1972) Chevelle [and \(1964-1973\) Mustang](#) may deduct 30 pounds. (1967-1969) Firebird or Camaro may deduct 15 pounds.

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

SECTION 6: PRO MOD, ENGINE: 1, INDUCTION (Page 2) (04/10/2025)

Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection permitted. For centrifugally supercharged and turbocharged applications, fuel injectors must be placed in either the intake manifold runner or intake manifold plenum. Auxiliary injectors placed in any other location prohibited. EFI entries must have an NHRA-accepted ECU, software, and firmware. Centrifugally supercharged applications must utilize the most recent version of NHRA Approved Centrifugal firmware and software to control all EFI related functions. Centrifugal supercharged applications are limited to a **10,000 11,000** rpm maximum rev limiter. A current list of NHRA-accepted ECUs, software, and firmware can be found on NHRARacer.com. See General Regulations 9:1, 9:11.

SECTION 6: PRO MOD, ENGINE: 1, TURBOCHARGER (Page 4) (02/25/2025)

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

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

Boost Pressure Limit: 34psi

SECTION 8: SUPER STREET, ELECTRICAL: 8, INSTUMENTS (Page 6) (01/09/2025)

One tachometer allowed. Driveshaft sensor may be connected to either the tachometer OR the data recorder, but not both. Must be one single wire, with no splices, and easily traceable. ~~No wiring (other than the two-step launch-control wire that splices into the~~

~~transbrake or line-loc control wire) shall be connected directly or indirectly between any part of the ignition system and the delay box/device.~~ The use of mechanical- or electrical-driven speedometers prohibited.

SECTION 10: SUPER COMP, DESIGNATION (Page 1) (04/10/2025)

S/C, preceded by car number.

Super Comp cars race on an 8.90 standard (5.70 for eighth-mile tracks) using a heads-up, Pro Tree. Reserved for dragsters, altered, roadsters, Funny Cars, and Pro Stock-type cars. Motorcycles prohibited. Minimum weight, including driver: 1,350 pounds, except 4- and 6-cylinder cars, 1,000 pounds. ~~Rear engine d~~ Dragsters utilizing naturally aspirated OEM motorcycle engines (maximum of four cylinders and a minimum of two cylinders) with OEM transmission, 700 pounds.

SECTION 11A: STOCK CARS, ENGINE: 1, PISTONS (Page 6) (02/05/2025)

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

SECTION 11A: STOCK CARS, DRIVETRAIN: 2, TRANSMISSION, AUTOMATIC (Page 7) (02/25/2025)

Any model transmission, same make as car, with a maximum of three forward speeds (unless OEM equipped with more than three forward speeds). O.D. gear not required, reverse permitted. Transmission case must be OEM or aftermarket OEM replica from a standard, automotive application as found in the Official NHRA Stock Car Classification Guide. Aftermarket case must meet SFI Spec. 4.1. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Any gear change must occur

as a result of an internal function of the transmission or from direct action by the driver. Lockup converter permitted if OEM-equipped with lockup converter and OEM transmission is used. Otherwise, lockup converters prohibited. Electronic transmission controls for the electric shifting of automatic transmissions to shift via internal function of the valve body only permitted in computer-controlled vehicles only; may shift by RPM or time only, wires for line lock, wheel speed, driveshaft speed or GPS signal prohibited. Otherwise, any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Pneumatic, electric, etc. controls in all noncomputer-controlled electronic fuel-injected vehicles prohibited. The use of air assisted or electric shifter is prohibited in all Stock applications. [Beginning January 1, 2026, RPM-activated pneumatic, electric shifters permitted.](#) Deepened stock or aftermarket transmission oil pans permitted. Drilling of transmission case or rear of engine block to adapt incompatible units prohibited. Functional neutral safety switch mandatory. Transmission brake prohibited. Tailshaft modifications for bushing replacement, or NHRA-accepted aftermarket tailshaft, permitted. Any car running quicker than 10.99 must be equipped with a transmission shield meeting SFI Spec 4.1. ~~Beginning January 1, 2024,~~ SFI 29.1 flexplate mandatory on all V-8 vehicles. Any car running quicker than 9.99, SFI 29.1 automatic transmission flexplate and SFI 30.1 flexplate shield mandatory. See General Regulations 2:12, 2:14.

SECTION 11B: FACTORY STOCK SHOWDOWN, DESIGNATIONS (Page 16) (02/25/2025)

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 NHRA Factory Stock Showdown.

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

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

Minimum weight for 2021 Drag Pak combinations 3,525 pounds.

Minimum weight for 2019, 2020, 2022 and 2023 Chevrolet COPO combinations 3,525 pounds.

Minimum weight for the 2019 Ford Cobra Jet combinations 3525 pounds.

Maximum weight on all combinations 3,600 pounds.

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 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
- Upper supercharger pulley (3.125) inches
- Lower engine pulley (8.000) inches
- Overdrive ratio 2.560

2019, 2020, 2022-2023 Camaro COPO 350

- 630 HP Supercharged 2.65L Magnuson
- Upper supercharger pulley size: (3.625) inches
- Supercharger rear jack shaft cog pulley 34 teeth
- Supercharger rear cog pulley 32 teeth
- Lower engine pulley (8.000) inches
- Overdrive ratio 2.345

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: (3.625) inches
- Lower engine pulley (8.000) inches
- Overdrive ratio 2.207

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
- Upper supercharger pulley size with iron block: ~~(3.750)~~ (3.625) inches
- Lower engine pulley 6.938 inches

- Overdrive ratio aluminum block 1.914
- Overdrive ratio iron block ~~1.850~~ 1.914

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, SUPERCHARGER
(Page 18) (01/09/2025)(04/04/2025)

Must be correct year, make and model specified & accepted for cars engine.
~~Sandblasting, grinding, flash removal, or any other modification prohibited.~~ Blueprinting permitted per NHRA Specifications available from NHRA Technical Services Department. Supercharger case and rotors may be coated. Rotor assembly must remain OEM length, helix and diameter as accepted by NHRA. Modifications to rotor prohibited. Coating of rotor permitted. Any supercharger drive system must remain as NHRA accepted and unaltered.

SECTION 12B: SUPER STOCK/GT, CLASS WEIGHT BREAKS (Second Paragraph)
(Page 12) (04/04/2025)

2008 and newer Chevrolet COPO, Dodge Drag Pak, and Ford Cobra Jet or their engine combinations (automatic and manual) restricted to ~~FGT/A~~ FGT/AA through FGT/N.

SECTION 12F: SUPER STOCK MODIFIED, ENGINE: 1, CARBURETOR (Page 25)
(02/25/2025)

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

SECTION 12F: SUPER STOCK MODIFIED, ENGINE: 1, INDUCTION (Page 26)
(02/25/2025)

Electronic fuel injection permitted. A maximum of two throttle bodies permitted. Each throttle body must be a 4-barrel design with four throttle bores arranged in a square or rectangular configuration. Inline throttle body designs are prohibited. Forward facing throttle bodies prohibited.

Maximum 1 injector per cylinder permitted must be placed in the intake manifold runner only. The use of auxiliary injectors, spray bars, or any other fuel delivery method outside of the designated injector location is prohibited.

[EFI entries must have an NHRA-accepted ECU, software, and firmware. A current list of NHRA-accepted ECUs, software, and firmware can be found on NHRARacer.com.](#)

[See General Regulations 9:1, 9:11.](#)

SECTION 13B: COMP, ECONO DRAGSTER, ENGINE: 1, CARBURETORS (Page 12) (02/05/2025)

A/ED and B/ED: one NHRA-accepted ~~OEM-type~~ 4-barrel. C/ED: one NHRA-accepted ~~OEM-type~~ 4-barrel, 750cfm maximum, throttle bore restricted to manufacturer's dimension, venturi restricted to manufacturer's dimension plus .025-inch measured at largest point. D/ED, E/ED, F/ED, and G/ED: any ~~standard~~ OEM carburetor(s) permitted. ~~Carburetor manufacturer must be represented in NHRA Blueprint Bulletins.~~ Weber or Weber-type carburetor restricted to 55mm ~~Weber or equivalent~~. C/ED through G/ED: minimum throttle-shaft-diameter .085-inch, measured at thinnest point, minimum throttle plate thickness .040-inch, measured at thinnest point. Prohibited in all classes: cutting and reassembling, inline multibarrel (i.e., more than two) configuration, slide valve carburetors, motorcycle carburetors, fuel injection. Throttle-bore modifications prohibited in all classes except A/ED.

SECTION 13D: COMP, ALTERED & STREET ROADSTER, ENGINE: 1, CARBURETORS (Page 21) (02/05/2025)

One NHRA-accepted 4-barrel, maximum 750cfm, ~~standard-OEM configuration~~ mandatory. Throttle bore restricted to manufacturer's dimension, measured at largest point, ~~v~~venturi restricted to manufacturer's dimension plus .025-inch, measured at largest point. Minimum throttle-shaft diameter .085-inch, measured at thinnest point. All classes, minimum throttle-plate thickness .040-inch, measured at thinnest point. The following are prohibited: throttle-bore modifications, cutting and reconfiguring, inline multibarrel (i.e., more than two) configuration, slide valve carburetors, motorcycle carburetors, fuel injection.

SECTION 13E: COMP, ALTERED TRUCK, ENGINE: 1, CARBURETORS (Page 29) (02/05/2025)

Limited to two, and only two, NHRA-accepted 4-barrel ~~American automotive production~~ carburetors, with any internal modifications. The following are prohibited: "inline" multibarrel, slide valve, and/or motorcycle carburetors, and/or fuel injection.

SECTION 13F: COMP, ECONO ALTERED, ENGINE: 1, CARBURETORS (Page 34) (02/05/2025)

Class A, one NHRA-accepted 4-barrel, maximum 850cfm, ~~standard OEM configuration~~. Classes B, C, and D, one NHRA-accepted 4-barrel, maximum 750cfm, ~~standard OEM configuration~~. Class E, any production carburetor(s), ~~as listed in NHRA Blueprint Bulletins~~. Classes A/EA through D/EA, throttle bore restricted to manufacturer's dimension, measured at largest point, venturi restricted to manufacturer's dimension plus .025-inch, measured at largest point. F/EA through H/EA: any ~~standard~~ OEM carburetor(s) permitted. ~~Car manufacturer must be represented in NHRA Blueprint Bulletins~~. Weber or Weber-type carburetor restricted to 55mm Weber or equivalent. All classes, minimum throttle-shaft diameter .085- inch, measured at thinnest point. All classes, minimum throttle-plate thickness .040-inch, measured at thinnest point. The following are prohibited in all classes: throttle-bore modifications, cutting and reconfiguring, inline multibarrel (i.e., more than two) configuration, slide valve carburetors, motorcycle carburetors, fuel injection.

SECTION 13G: COMP, SUPER MODIFIED, ENGINE: 1, CARBURETORS (Page 40) (02/05/2025)

Class C, one NHRA-accepted 4-barrel, maximum 850cfm, ~~standard OEM configuration~~. Classes E and G, one NHRA-accepted 4-barrel, maximum 750cfm, ~~standard OEM configuration~~. Classes E and G, throttle bore restricted to manufacturer's dimension, measured at largest point, venturi restricted to manufacturer's dimension plus .025-inch, measured at largest point. Classes A, B, D, F, and H limited to two (only) NHRA-accepted 4-barrel ~~American automotive production~~ carburetors with any internal modifications. Class I limited to two (only) NHRA-accepted 4-barrel ~~American automotive production~~ carburetors with any internal modifications or NHRA accepted ~~American automotive production~~ electronic fuel injection with any internal modifications. All classes, minimum throttle-shaft diameter .085-inch, measured at thinnest point. All classes, minimum throttle-plate thickness .040-inch, measured at thinnest point. Prohibited in classes A through I: throttle-bore modifications, cutting and reassembling, inline multibarrel (i.e., more than two) configuration, slide valve carburetors, motorcycle carburetors, mechanical fuel injection.

SECTION 13K: FACTORY X, ENGINE: 1, DESIGNATION (Page 48) (01/09/2025)(02/05/2025)

FX preceded by car number.

Reserved for Late Model Manufactured Automobiles with Factory production engine of the same make. Manufacturer engines and bodies not listed in this section may be submitted for acceptance in Factory X.

Currently Accepted makes/models:

Chevrolet 2016 & up (6th Gen Camaro – COPO) – minimum weight 2,600 lbs.

Chevrolet 2014 - 2019 (Corvette) - minimum weight 2,600 lbs.

Dodge 2015 & up (Challenger – Drag Pak) – minimum weight 2,600 lbs.

Ford 2015 & up (Mustang – Cobra Jet) – minimum weight 2,600 lbs.

All minimum weights listed above include driver.

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

Currently Accepted Combinations:

All accepted FACTORY X bodies are eligible to be used with the accepted engine combinations listed below. Engine must be same make as body.

2020 Camaro COPO 350

- 630 HP Supercharged 2.65L Magnuson
- Upper supercharger pulley size: (3.250) inches
- Supercharger rear jack shaft cog pulley 34 teeth
- Supercharger rear cog pulley 32 teeth
- Lower Engine Pulley (8.000) inches
- Overdrive ratio 2.615

2021 Challenger Drag Pak 354

- 630 HP Supercharged 3.0L Whipple
- Upper supercharger pulley size: (3.125) inches
- Lower Engine Pulley (8.000) inches
- Overdrive ratio 2.560

2019 Mustang Cobra Jet 327

- 610 HP Supercharged 3.0L Whipple
- Upper supercharger pulley size: (~~3.250~~ 3.000 Iron Block) (3.000 Alum Block) inches
- Lower engine pulley 6.938 inches.
- Overdrive ratio aluminum block 2.313
- Overdrive ratio iron block ~~2.135~~ 2.313

Body, drivetrain, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements & Specifications.

Minimum weight on the rear axle at conclusion of run: ~~1,250~~ 1225 pounds, including driver. Once an engine is used in a vehicle at an event, that engine cannot be used in another vehicle for the duration of the event. Engine shall consist of short block and heads which must be serialized or otherwise identified at each event.

**SECTION 13K: FACTORY X, ENGINE: 1, CAMSHAFT/LIFTERS (Page 48)
(01/09/2025)**

Camshaft must retain stock lift for horsepower claimed per NHRA Blueprint Specifications. Aftermarket replacement lifters permitted. Lift checked at valve retainer, with zero lash. Aftermarket belt drive systems permitted. Adjustable pushrods or adjustable OEM rocker arms (not both) permitted; must be same or greater weight as stock. Pushrod guide plates permitted. Cylinder head clearance may be increased for larger-diameter pushrods.

**SECTION 13K: FACTORY X, ENGINE: 1, PISTONS (Page 49)
(01/09/2025)(02/05/2025)**

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

SECTION 13K: FACTORY X, BODY: 7, SPOILERS (Page 55) (01/09/2025)

Rear spoiler mandatory; length 14 inches mandatory; Spoiler will be measured from the body line/spoiler transition point to rear of spoiler. A 90-degree wicker is mandatory across the full width of the spoiler. Minimum wicker height is ~~4~~7/8-inch. This measurement will be taken on the inside of the wicker. Wicker must be constructed of carbon fiber, aluminum, steel, or stainless steel with a minimum thickness of .050-inch. Wicker must be nonadjustable and permanently attached to the rear of the spoiler, so it

remains 90 degrees to the spoiler at all times during the run. Height of the wicker is not included in the total length of the spoiler measurement. Rear spoiler may not be molded into deck lid. All spoilers must be painted to match paint scheme. Minimum angle of the rear spoiler may not be lower than horizontal. Roof-mounted spoilers prohibited. Air foils prohibited. Any adjustment or movement during run prohibited. A straight edge will be placed on the spoiler, perpendicular to the centerline of the car and level to the ground. Distance between level and lowest part of spoiler not to exceed 2 inches. Mandatory height of spill plate 6 inches (+/- 1/8-inch variance); must be attached to spoiler so that a mandatory 1 inch (+/- 1/8-inch variance) extends above edge of spoiler; must be vertical to the spoiler. Spill plate may not extend more than 2 inches past rear of spoiler, measured from where it attaches to the spoiler. Spoiler and fill area combined may not be more than 23.5 inches in total length; spill-plate may not extend forward of the spoiler fill area or more than 2 inches past rear of spoiler or be more than 26 inches long. When the quarter panel and deck lid follow different contours, a maximum 6.5-inch-long filler area is permitted on front edge of the spoiler to permit spoiler to follow contour of deck lid. Filler area must follow quarter panel contour and may not be fashioned to permit air to pass underneath it.

**SECTION 14: TOP ALCOHOL DRAGSTER, BODY: 7, CANOPY (Page 9)
(02/25/2025)**

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. [Canopy wicker bill minimum width 14.75 inches. The wicker bill will be measured on the backside in a straight line from edge to edge.](#)

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.

**SECTION 14: TOP ALCOHOL DRAGSTER, ELECTRICAL: 8, MAGNETOS (Page 11)
(02/05/2025)**

Maximum [two spark plugs per cylinder](#), two magnetos; ~~two spark plugs per cylinder, not to exceed 44 amps per magneto~~. Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160; MSD Pro Mag Systems, 44 amp, 8130, 8140; Mallory Super Mag Series 3, 4, 6, 7, 11. [Magnetos may not exceed manufacturers' accepted amperage tolerance.](#)

SECTION 15: TOP ALCOHOL FUNNY CAR, CLASS WEIGHTS (Page 1)
(12/19/2024)(03/03/2025)(03/11/2025)

Supercharged with Roots-type supercharger, methanol: 2,200 pounds minimum weight.
[Maximum 565 cubic inches.](#)

Supercharged with screw-type supercharger, methanol: 2,300 pounds minimum weight.
[Maximum 528 cubic inches.](#)

Non-supercharged single engine, nitromethane: 5.35 pounds per cubic inch; minimum displacement 410 cubic inches; maximum displacement 456 cubic inches; 2,300 pounds minimum weight.

100% nitromethane permitted at events contested at 3,500 feet of altitude or more. Maximum nitromethane content 95% [for cars running 3.20 and numerically higher rear gear ratios, 94.91.5% for cars running 3.19 and numerically lower rear gear ratio](#) at all other events. All fuels other than nitromethane and methanol prohibited.

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

SECTION 15: TOP ALCOHOL FUNNY CAR, ELECTRICAL: 8, MAGNETOS (Page 11) (02/05/2025)

Maximum [two spark plugs per cylinder](#), two magnetos; ~~two spark plugs per cylinder, not to exceed 44 amps per magneto.~~ Magnetos limited to the following models: MSD Pro Mag Systems, 12 or 20 amp, 8109, 8139, 8149, 7908, 7910, 7915, 7916, 8150, 8160; MSD Pro Mag Systems, 44 amp, 8130, 8140; Mallory Super Mag Series 3, 4, 6, 7, 11.
[Magnetos may not exceed manufacturers' accepted amperage tolerance.](#)

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1)
(12/19/2024)(02/25/2025)

PRO, preceded by motorcycle number.

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

S and S (must be NHRA-accepted)

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

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

[Gen 1/ Gen 2 Hybrid \(Gen 2 case or head\) – 640 pounds](#)

VTwin: VH160VT

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

Kawasaki (must be NHRA-accepted)

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

Suzuki (must be NHRA-accepted)

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

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

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

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

[GSX based is limited to 107 cid. Maximum.](#)

[Suzuki GSX combinations must use Suzuki case p/n 11301-42810](#)

Suzuki (must be NHRA-accepted)

(up to 113 cid, 2-valve) –570 pounds

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

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

NHRA reserves the right to adjust weights as performance dictates.

Once an engine is used in a motorcycle at an event, that engine cannot be used in another motorcycle for the duration of the event. Engine shall consist of engine cases, crankshaft, block, and cylinder heads. Cases and heads will be serialized or otherwise identified at each event.

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

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

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

SECTION 16: PRO STOCK MOTORCYCLE, ELECTRICAL: 8, IGNITION (Page 6) (12/19/2024)

All ignition systems and/or components must be NHRA-accepted. A current list of NHRA-accepted ignition systems is available on NHRARacer.com. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. See General Regulations 8:3.

External belt-drive magneto ignitions prohibited. Must be equipped with a positive ignition cutoff switch attached to the rider with a nylon lanyard. Switch must be on low-voltage side of ignition circuit.

[All Suzuki 4-valve applications are limited to a 14,200 rpm rev limiter.](#)

SECTION 17: PRO STOCK, BODY: 7, GRILLE (Page 9) (02/05/2025)

Must be equipped with a simulated grille of same configuration and design for specific body used; ~~holes for air passage prohibited~~ [only holes for K&N air inlet tube opening\(s\) permitted. See NHRARacer.com: Rules, NHRA Product Specifications, Pro Stock, Pro Stock Air Induction Requirements for requirements.](#)

SECTION 18: FUNNY CAR, DESIGNATION (Page 1) (04/10/2025)

FC, preceded by car number.

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

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

Any proposed changes to vehicle design or vehicle components must be submitted in writing to the NHRA Technical Department for review and approval or disapproval, in NHRA's sole and absolute discretion. Only safety-enhancing modifications will be considered for approval and implementation. Performance-enhancing modifications may be submitted for approval; however, even if approved for future use, it is NHRA's plan that no performance-enhancing modifications will be implemented.

Plans for proposed changes to vehicle design or vehicle components and, if practicable, prototypes, must be submitted to the NHRA Technical Department as part of the review process. Fees and costs, if any, incurred by NHRA in determining whether to approve or disapprove the proposed changes to vehicle design or vehicle components shall be borne by the party submitting the items for review. Approval, if granted, is valid only if such approval is granted in writing, signed by a designated representative of the NHRA Technical Department. No proposed changes to vehicle design or vehicle components can be used in competition unless such written approval has first been granted.

[Please see NHRA Component Acceptance Process documents at NHRARacer.com > NHRA Accepted Products > NHRA Component Acceptance Process for more information.](#)

Proposed changes to vehicle design or vehicle components includes, but is not limited to, engine blocks, cylinder heads, intake manifolds, injector hat, fuel pumps,

superchargers, throttle pedal closing systems, body components, parachute mounting box, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. If an accepted component is damaged, it may be repaired. A repair would not require approval by the NHRA Technical Department, **IF THE REPAIR WAS COMPLETED IN A WAY THAT BRINGS THE PART BACK TO ITS ORIGINALLY ACCEPTED CONFIGURATION.** Permitted repair practices include, but is not limited to, squaring up of gasket/mating surfaces, thread repair, and other practices that prolong the life of the component. However, if in the process of repairing the previously accepted component is redesigned, reconfigured, and/or modified, in any form (including, but not limited to, dimensional changes, component texture, finish, etc.) it must be submitted in writing for acceptance. Throughout this process the NHRA Technical Department will make every reasonable effort to provide a timely response to questions and to provide timely approvals or denials but makes no promises that components will receive final approval in time to start a given race or round. Approval, if granted, is valid only if such approval is granted in writing by the NHRA. NHRA reserves the right to decommission any component. It is the participant's responsibility to refer any development, redesign, reconfiguration, repair and/or modification questions with respect to Funny Car components to the NHRA Technical Department to determine whether permitted or prohibited before using in NHRA competition, and disqualification or other penalties determined in NHRA's discretion may result if this procedure is not followed. Any NHRA-approved modification must be performed by the original manufacturer only.

Non-approved parts/components are not permitted on race vehicles at any time (including any/all qualifying day(s) and eliminations) during a National Event. If a vehicle is found to be using any item or component that is different from that which is approved, or different from what is listed on the Tech Card, including an item or component that has been modified or altered from the approved configuration, then the driver and/or team is subject to penalties in the sole and absolute discretion of NHRA. Penalties can include loss of points and/or monetary fines as well as suspension, disqualification or any other penalty NHRA deems appropriate. Fines, if not paid, may be withheld from any purse/prize monies; if NHRA is unable to collect the fine from purse/prize monies the team may not be allowed to compete again, in NHRA's discretion. Multiple violations and/ or flagrant disregard for this policy may result in additional penalties as determined by NHRA in its sole and absolute discretion. Among items and components that are subject to inspection and penalty if found to be different, altered, modified or otherwise not the same as the item or component that is approved, are the following: injector hats; supercharger cases (excluding end plates); supercharger inserts; supercharger rotors; intake manifolds; cylinder heads (intake valve sizes may be increased to 2.470 inches max.); engine blocks; magnetos; ignition systems; data acquisition systems; all NHRA mandated safety shutoff devices (pan pressure, air pressure, etc.) front wings; rear wings; tires; and nitromethane.

SECTION 18: FUNNY CAR, DRIVETRAIN: 2, REAR END (Page 6) (02/19/2025)

Rear-end gear ratio restricted to 3.20:1 only; may not be higher or lower. Aftermarket full-floating or live axle assembly mandatory. Steel axles mandatory, titanium or any other material prohibited. Periodic maintenance must be performed per manufacturer's requirements.

[Beginning April 1st, 2025, A NHRA Accepted rear center section containment system required on Strange L7400 and L7200 rear ends. Currently Accepted containment systems: Taylor REB and NitroSew NP 9310. Additional measures can be taken by the team to aid in containment, NHRA reserves the right to deny any additional measure taken.](#)

Front-loading or pumpkin style rear end prohibited at all national events. See General Regulations 2:11. All hubs must be drive hub type and must mate with required drive-hub-type wheel.

SECTION 18: FUNNY CAR, FRAME: 4, ROLL-CAGE PADDING (Page 9) (12/19/2024)

Roll-cage padding meeting SFI Spec 45.2 mandatory. [Beginning July 1, 2025: Padding must begin no higher than the bottom edge of the driver's helmet and extend completely around the roll cage, including both sides, rear, top, and front of the roll cage. Padding must be installed in such a manner that the helmet can never contact any of the roll cage bars, including the front bars of the roll cage. The inside side surfaces of the padding must be flat and vertical to the ground and extend upward to the top padding contour. The maximum allowable clearance between the driver's helmet and the vertical side padding is 3/4" per side.](#)

[SFI 45.2 material must be a minimum of 2" thick on sides and back of helmet. A secondary layer of low-density \(comfort\) foam may be added to the outside of the SFI 45.2 padding. The maximum allowable thickness for this low-density foam is 3/4".](#) ~~[Padding at the front of the roll cage may be angled or tapered as needed to facilitate driver ingress and egress. anywhere driver's helmet may come in contact with roll cage components during tire shake or an accident.](#)~~ Additional padding meeting SFI 45.2 is also required around the steering column to protect the driver's knees during an accident. ~~[See Accepted Products/Roll Cage and Steering Column Padding on NHRARacer.com for an example of roll cage and steering column padding.](#)~~ All roll-cage and steering column padding must be securely attached ([no zip-ties](#)) and be covered with flame-retardant material. [Please see "Top Fuel and Funny Car Roll Cage Padding Example" on NHRARacer.com for more details.](#)

SECTION 18: FUNNY CAR, INTERIOR: 6, SEAT (Page 10) (12/19/2024)

~~[Seats must be foamed with energy-absorbing material and formed to the driver of the vehicle's body. The seat must contact the driver's entire back, buttocks and upper thighs and be accepted by NHRA officials. Minimum one layer, flame-retardant material](#)~~

~~type mandatory as seat upholstery.~~ Driver seat bucket must be made of aluminum or steel. ~~Magnesium and carbon fiber driver seat buckets are prohibited.~~ The driver must be protected with a plate located behind the driver's back to block off the area between the shoulder hoop and minimally the top of the coupler/ pinion. The plate must not contain holes and be constructed of .125" Aluminum or .0625" steel or titanium. The plate may also be a multi-piece design, with no gaps between the pieces.

Seats must have an insert of energy-absorbing material formed and manufactured specifically to the driver of the vehicle's body. Seat insert must have an ID label/tag showing the driver name and vehicle serial number along with the date of manufacture. Insert must have at least ¾" of foam on the seat bottom. The seat insert must conform to the driver's anatomy, be constructed to support in all directions, and be accepted by NHRA officials. This insert must fill as much of the cockpit under, behind, and to the side of the driver as possible. Minimum one-layer, flame-retardant material type mandatory as seat upholstery. Additional seat padding, such as pillows, boosters, or similar items, is prohibited.

SECTION 18: FUNNY CAR, SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 12) (01/09/2025)

Properly installed and operational Electrimotion Top Fuel Safety Shutoff Controller Kit (part number SB001FC, SB002FC, or CM3.0) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Fuel Safety Shutoff Controller Kit must be installed per the manufacturer's instructions. The Electrimotion Funny Car Safety Shutoff Controller Kit must trigger the following four outputs when the "Wall RF Signal" input becomes active. The four outputs are as follows: disengage the throttle blades/ pedal, close the fuel pump shutoffs, turn off ignition power, and deploy the parachutes. These functions must also be data logged using the 5v output from the Command Module anytime the engine is ran during an event. Modification of or tampering with the Electrimotion Top Fuel Safety Shutoff Controller Kit prohibited. The activation of the system override switch by any means other than parachute deployment is prohibited. The Electrimotion Crew Alert Box, part number CB001 ~~and or~~ the Motorsports Safety Electronics Shutoff System part number MS1150, ~~may is~~ mandatory. Crew chief box must be used in conjunction with the Shutoff Device to illuminate a dash light for driver notification, disengage throttle, and/or enable the shutoff device. Any other use of the Electrimotion Crew Chief Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.

SECTION 19: TOP FUEL DRAGSTER, DESIGNATION (Page 1) (04/10/2025)

TF, preceded by car number.

Reserved for supercharged, fuel-burning dragsters, built specifically for all-out drag racing competition. Minimum weight at conclusion of run: 2,390 pounds, including driver.

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

Any proposed changes to vehicle design or vehicle components must be submitted in writing to the NHRA Technical Department for review and approval or disapproval, in NHRA's sole and absolute discretion. Only safety- enhancing modifications will be considered for approval and implementation. Performance-enhancing modifications may be submitted for approval; however, even if approved for future use, it is NHRA's plan that no performance-enhancing modifications will be implemented.

Plans for proposed changes to vehicle design or vehicle components and, if practicable, prototypes, must be submitted to the NHRA Technical Department as part of the review process. Fees and costs, if any, incurred by NHRA in determining whether to approve or disapprove the proposed changes to vehicle design or vehicle components shall be borne by the party submitting the items for review. Approval, if granted, is valid only if such approval is granted in writing, signed by a designated representative of the NHRA Technical Department. No proposed changes to vehicle design or vehicle components can be used in competition unless such written approval has first been granted.

[Please see NHRA Component Acceptance Process documents at NHRARacer.com > NHRA Accepted Products > NHRA Component Acceptance Process for more information.](#)

Proposed changes to vehicle design or vehicle components includes, but is not limited to, engine blocks, cylinder heads, intake manifolds, injector hat, fuel pumps, superchargers, throttle pedal closing systems, body components, parachute mounting box, wing components and electronics, and includes any redesign, reconfiguration, and/or modifications to existing components. If an accepted component is damaged, it may be repaired. A repair would not require approval by the NHRA Technical Department, **IF THE REPAIR WAS COMPLETED IN A WAY THAT BRINGS THE PART BACK TO ITS ORIGINALLY ACCEPTED CONFIGURATION.** Permitted repair practices include, but is not limited to, squaring up of gasket/mating surfaces, thread repair, and other practices that prolong the life of the component. However, if in the process of repairing the previously accepted component is redesigned, reconfigured, and/ or modified, in any form (including, but not limited to, dimensional changes, component texture, finish, etc.) it must be submitted in writing for acceptance. Throughout this process the NHRA Technical Department will make every reasonable effort to provide a timely response to questions and to provide timely approvals or denials but makes no promises that components will receive final approval in time to start a given race or round. Approval, if granted, is valid only if such approval is granted

in writing by the NHRA. NHRA reserves the right to decommission any part. It is the participant's responsibility to refer any development, redesign, reconfiguration, repair and/or modification questions with respect to Top Fuel components to the NHRA Technical Department to determine whether permitted or prohibited before using in NHRA competition, and disqualification or other penalties determined in NHRA's discretion may result if this procedure is not followed. Any NHRA-approved modification must be performed by the original manufacturer only.

Non-approved parts/components are not permitted on race vehicles at any time (including any/all qualifying day(s) and eliminations) during a National Event. If a vehicle is found to be using any item or component that is different from that which is approved, or different from what is listed on the Tech Card, including an item or component that has been modified or altered from the approved configuration, then the driver and/or team is subject to penalties in the sole and absolute discretion of NHRA. Penalties can include loss of points and/or monetary fines as well as suspension, disqualification or any other penalty NHRA deems appropriate. Fines, if not paid, may be withheld from any purse/prize monies; if NHRA is unable to collect the fine from purse/prize monies the team may not be allowed to compete again, in NHRA's discretion. Multiple violations and/ or flagrant disregard for this policy may result in additional penalties as determined by NHRA in its sole and absolute discretion. Among items and components that are subject to inspection and penalty if found to be different, altered, modified or otherwise not the same as the item or component that is approved, are the following: injector hats; supercharger cases (excluding end plates); supercharger inserts; supercharger rotors; intake manifolds; cylinder heads (intake valve sizes may be increased to 2.470 inches max.); engine blocks; magnetos; ignition systems; data acquisition systems; all NHRA mandated safety shutoff devices (pan pressure, air pressure, etc.) front wings; rear wings; tires; and nitromethane.

SECTION 19: TOP FUEL DRAGSTER, DRIVETRAIN: 2, REAR END (Page 6) (02/19/2025)

Rear-end gear ratio restricted to 3.20:1 only; may not be higher or lower. Aftermarket full-floating or live axle assembly mandatory. Steel axles mandatory, titanium or any other material prohibited. Periodic maintenance must be performed per manufacturer's requirements.

[Beginning March 1st, 2025, A NHRA Accepted rear center section containment system required on Strange L7400 and L7200 rear ends. Currently Accepted containment systems: Taylor REB and NitroSew NP 9310. Additional measures can be taken by the team to aid in containment, NHRA reserves the right to deny any additional measure taken.](#)

Front-loading or pumpkin style rear end prohibited at all national events. See General Regulations 2:11. All hubs must be drive hub type and must mate with required drive-hub-type wheel.

SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, ROLL-CAGE PADDING (Page 9) (12/19/2024)

Roll-cage padding meeting SFI Spec 45.2 mandatory. Beginning July 1, 2025: Padding must begin no higher than the bottom edge of the driver's helmet and extend completely around the roll cage, including both sides, rear, top, and front of the roll cage. Padding must be installed in such a manner that the helmet can never contact any of the roll cage bars, including the front bars of the roll cage. The inside side surfaces of the padding must be flat and vertical to the ground and extend upward to the top padding contour. The maximum allowable clearance between the driver's helmet and the vertical side padding is 3/4" per side.

SFI 45.2 material must be a minimum of 2" thick on sides and back of helmet. A secondary layer of low-density (comfort) foam may be added to the inside of the SFI 45.2 padding. The maximum allowable thickness for this low-density foam is 3/4". Padding at the front of the roll cage may be angled or tapered as needed to facilitate driver ingress and egress. ~~anywhere driver's helmet may come in contact with roll cage components during tire shake or an accident. See Accepted Products/Roll Cage and Steering Column Padding on NHRARacer.com for an example of roll-cage padding.~~ All roll-cage padding must be securely attached (no zip-ties) and be covered with flame-retardant material. Please see "Top Fuel and Funny Car Roll Cage Padding Example" on NHRARacer.com for more details.

SECTION 19: TOP FUEL DRAGSTER, INTERIOR: 6, SEAT (Page 10) (12/19/2024)

~~Seats must be foamed with energy-absorbing material and formed to the driver of the vehicle's body. The seat must contact the driver's entire back, buttocks and upper thighs and be accepted by NHRA officials. Minimum one-layer, flame-retardant material type mandatory as seat upholstery.~~ Driver seat bucket must be aluminum, steel, or carbon fiber; magnesium prohibited. Seats must have an insert of energy-absorbing material formed and manufactured specifically to the driver of the vehicle's body. Seat insert must have an ID label/tag showing the driver name and vehicle serial number along with the date of manufacture. Insert must have at least 3/4" of foam on the seat bottom. The seat insert must conform to the driver's anatomy, be constructed to support in all directions, and be accepted by NHRA officials. This insert must fill as much of the cockpit under, behind, and to the side of the driver as possible. Minimum one-layer, flame-retardant material type mandatory as seat upholstery. Additional seat padding, such as pillows, boosters, or similar items, is prohibited.

SECTION 19: TOP FUEL, BODY: 7, BODY (Page 11) (03/04/2025)

Body and cowl must be metal, fiberglass, or carbon fiber/Kevlar. Driver compartment, frame structure, roll bars, and body must be designed to prevent driver's body or limbs from contacting track surface. Subflooring, inside but independent of body, mandatory. Subflooring must not contain openings or gaps. Front overhang not to exceed 30 inches, measured from centerline of front spindle to forwardmost point of car. Rear body

panels must cover top and bottom framerail and extend at a minimum 19 inches from the centerline of the rear axle forward.

Ground effects of any description prohibited. Ground effects include, but are not limited to, rocker skirts, belly pans, sheetmetal work under the body that produces a “tunnel” for the passage of air, etc. ~~Air deflector plates located behind cockpit restricted to maximum 17 inches by 17 inches. Leading edges, fairing in, or rounding off corners, etc. prohibited. Maximum 1.25-inch lip for stiffening permitted. Mud flap may be located in front of or behind exhaust headers.~~

**SECTION 19: TOP FUEL, BODY: 7, [AIR DEFLECTOR PLATES](#) (Page 11)
(03/04/2025)**

Optional. Air deflector plates must be located behind cockpit and forward of the exhaust headers. Air deflector plates restricted to maximum 17 inches by 17 inches. Leading edges, fairing in, or rounding off corners, etc. prohibited. Maximum 1.25-inch lip for stiffening permitted. No modification from the accepted original manufactured part allowed unless written permission is granted from the NHRA Tech Department. If no air deflector plate is utilized, the side of body must be covered (no bare chassis exposed).

**SECTION 19: TOP FUEL, SUPPORT GROUP: 9, SHUTOFF DEVICE (Page 14)
(01/09/2025)**

Properly installed and operational Electrimotion Top Fuel Safety Shutoff Controller Kit (part number SB001TF, SB002TF, or CM3.0) and Electrimotion Shutoff Receiver (part number RF001) mandatory. The Electrimotion Top Fuel Safety Shutoff Controller Kit must be installed per the manufacturer’s instructions. The Electrimotion Top Fuel Safety Shutoff Controller Kit must trigger the following four outputs when the “Wall RF Signal” input becomes active. The four outputs are as follows: disengage the throttle blades/pedal, close the fuel pump shutoffs, turn off ignition power, and deploy the parachutes. These functions must also be data logged using the 5v output from the Command Module anytime the engine is ran during an event. Modification of or tampering with the Electrimotion Top Fuel Safety Shutoff Controller Kit prohibited. The activation of the system override switch by any means other than parachute deployment is prohibited. The Electrimotion Crew Alert Box, part number CB001 ~~and or~~ the Motorsports Safety Electronics Shutoff System part number MS1150, ~~may~~ is mandatory. Crew chief box must be used in conjunction with the Shutoff Device to illuminate a dash light for driver notification, disengage throttle, and/or enable the shutoff device. Any other use of the Electrimotion Crew Chief Alert box or the Motorsports Safety Electronics Shutoff System is prohibited.

SECTION 21: GENERAL REGULATIONS, DRIVER: 10, 10:10 PROTECTIVE EQUIPMENT (Page 47) (02/25/2025)

“Protective Equipment” includes suit (one-piece suit or jacket and pants); head sock; gloves; and boots or shoes.

Driver must meet all Protective Equipment requirements stated under Class Requirements for vehicle being driven.

SEE CLASS REQUIREMENTS.

Protective Equipment requirements stated are minimum requirements; drivers are free to upgrade Protective Equipment.

Each item of Protective Equipment must meet applicable specifications. Each item must be properly labeled and in good condition. All jackets/pants or suits for SFI Spec 3.2A/15 or 3.2A/20 must be recertified on a five-year interval.

All gloves must have a full layer of flame-retardant material inside the glove. Leather palm gloves without a full layer of flame-retardant material separating leather from driver's hand prohibited.

An SFI 3.3 head sock or SFI 3.3 skirted helmet is required where a neck collar is required but has been substituted with a head and neck restraint device. See Class Requirements.

If no specific Protective Equipment requirements are stated for a particular class, then the minimum requirements are as follows: full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No bare legs. No bare torsos. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended.

[Driver cooling systems \(i.e. cool suits\) permitted. Cooling systems must use non-flammable refrigerant \(e.g. R134a, water\). If undergarments are required by class, the cool suit must meet SFI Spec. 3.3. All components must be securely mounted.](#)

For unaltered full-bodied OEM vehicles with an unaltered fuel system using ethanol or methanol and unleaded gasoline fuel blends such as E-85 or gasohol the Protective Equipment requirements are the same as those for gasoline. See Class Requirements.

For any vehicle other than an unaltered full-bodied OEM vehicle with an unaltered fuel system using ethanol or methanol fuel blends in excess of 15% by volume such as E-85, requires the General Regulations Section 21, page 48 General Regulations same Protective Equipment as is required for 100% alcohol and/ or methanol fueled cars. For ethanol or methanol fuel blends of 15% or less the Protective Equipment requirements are the same as those for gasoline. See Class Requirements.