



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)

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SECTION 8: SUPER STREET, ELECTRICAL: 8, INSTRUMENTS (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 11B: FACTORY STOCK SHOWDOWN, ENGINE: 1, SUPERCHARGER (Page 18) (01/09/2025)

Must be correct year, make and model specified & accepted for cars engine. Sandblasting, grinding, flash removal, or any other modification prohibited. 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 13K: FACTORY X, ENGINE: 1, DESIGNATION (Page 48) (01/09/2025)

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 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

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)

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 47/8-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 15: TOP ALCOHOL FUNNY CAR, CLASS WEIGHTS (Page 1) (12/19/2024)

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% 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 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1) (12/19/2024)

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 (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 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 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 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, 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, 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.