



2026 NHRA RULE AMENDMENTS

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

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

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Rulebook Additions are [Blue underline](#)

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**JUNIOR STREET, DRIVER: 10, AGE REQUIREMENTS (Page xvii)
(02/05/2026)**

Licensed participants must be at least 13 years old and may participate through [December 31st of](#) the year of their 16th birthday (if 16 on January 1, may compete through the end of that calendar year)

SECTION 4: JUNIOR DRAG RACING LEAGUE, CLASS DESIGNATIONS, AGE REQUIREMENTS (Page 4) (02/05/2026)

Drivers may enter the NHRA Summit Racing Jr. Drag Racing League on the day of their 5th birthday in the noncompetitive Trainee category. Drivers may compete in the Jr. Drag Racing League from the day of their 6th birthday through [December 31st of](#) the year of their 18th birthday. **All Jr. Drag Racing League participants must submit a certified birth certificate on all new participant registration. Subsequent renewals do not require resubmission of certified birth certificate or notarized copy of birth certificate.** Willfully falsifying NHRA membership and/or participation documents for any reason including avoiding age restrictions will be grounds for denial of license, suspension or revocation of license, or other action deemed appropriate by NHRA in NHRA's sole and absolute discretion, including but not limited to exclusion from the NHRA Jr. Drag Racing League Eastern/Western Conference Finals. Driver must be the minimum age for the Age Group class (i.e., to run in the 10-year-old class, the driver must have already celebrated his or her 10th birthday). Likewise, a driver can compete in a lower Age Group class if his or her birthday falls after Jan. 1 of the current year (i.e., a driver who turned 13 on July 1 can compete as a 12-year-old through the entire calendar year).

SECTION 6: PRO MOD, DRIVE TRAIN: 2, TRANSMISSION (Page 6) (02/24/2026)

Aftermarket planetary, clutchless, or automatic transmission permitted. All transmissions must be equipped with an SFI Spec 4.1 transmission shield. [When a transmission with a valve body is being used, valve body must be NHRA accepted.](#)

Supercharged and turbocharged entries limited to maximum of three forward speeds and reverse; nitrous-assisted entries limited to maximum of five forward speeds and reverse.

Aftermarket converter drive units permitted. When an automatic transmission or converter drive is utilized the following items are mandatory: an SFI Spec 6.1 or 6.3 flywheel shield and an SFI Spec 29.1 or 29.2 flexplate, a neutral safety switch and a reverse lockout, and a belly pan (see BODY:7, BELLY PAN). Transmission brake permitted on all converter-equipped entries,: electric transbrake release system only.

Overdrive units are prohibited on all combinations. A 1-to-1 relationship is mandatory in high gear for all transmission types. Automated electric, or automated pneumatic shifting devices permitted on all transmission types. When utilizing automated shifting, a minimum time of 0.6 seconds must be used between shifts for any 3 speed and 0.4 seconds for any 5 speed transmission. Automated shifting may also utilize preset engine RPM functions in addition to

this time requirement. Iterative transmission staging device permitted on converter cars.

All pressure manipulation devices must be external. Internal pressure manipulation devices prohibited. All pressure manipulation (electronic or hydraulic) must end upon the release of the transbrake or any other device used when launching the vehicle. If pressure manipulation devices is electrical it must be wired directly to the transbrake and cannot be connected to the ECU. Pressure regulating devices are permitted but must be at a fixed pressure from engine start up to engine shut off. Converter pressure and line pressure must be recorded with a 500 psi sensor each pass and visible in the data logger. Transmission accumulator permitted, maximum capacity of 1 quart. Accumulator must be self-contained and may not have any external connections or controllers. See NHRA Accepted Products on NHRA Racer for transbrake button wiring diagrams. See General Regulations 2:12, 2:13, 2:14.

SECTION 6: PRO MOD, ELECTRICAL: 8, MASTER CUTOFF (Page 10) **(03/03/2026)**

Mandatory. An electrical power cutoff switch produced for automotive use (one only) or an NHRA accepted solid-state electrical power cutoff switch installed per the manufacturer's instructions, the Modern Racing kit MR-10161010 configured as shown in diagram on www.NHRARacer.com, must be installed on the rearmost part of each vehicle and be easily accessible from outside the car body. The push off mechanism of the master cutoff switch must be placed in such a manner as to give a safety official an unobstructed view of the mechanism from the rear of the vehicle. The push off master cutoff switch / mechanism must be RED in color and have a minimum 4" contrasting background color centered around it. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions including magneto ignition. The off position must be clearly indicated with the word "OFF." For "push/pull" type switch, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Keyed switches prohibited. A secondary switch, located in reach of the driver, that is connected and utilized to disable the master cutoff system is mandatory. Any activation of the fire suppression system must also activate the master cutoff switch.

SECTION 7A: TOP SPORTSMAN, ENGINE: 1, FUEL SYSTEM (Page 2) **(03/03/2026)**

No part of the fuel system may be mounted on firewall or in flywheel/flexplate area. If fuel tank/cell is mounted in rear, it must be vented to the outside of the body and equipped with a flash shield to isolate system from driver compartment. All front mounted fuel systems must be mounted between framrails and

enclosed in a round tube frame, minimum 1 1/4 inches O.D. x .065 chromoly or Docol R8, or .118 mild steel tubing. [See General Regulations 1:5.](#)

SECTION 7B: TOP DRAGSTER, ENGINE: 1, FUEL SYSTEM (Page 2)

(03/03/2026)

Fuel lines must be isolated from driver compartment with a subfloor or with steel-braided lines where the engine is located in the rear and the fuel tank is in front of the driver. No part of the fuel system may be mounted on firewall or in flywheel/flex plate area. All entries must have sufficient tank capacity to make full runs; adding of fuel after the engine has started is prohibited. All fuel tanks must be equipped with a positive locking screw-on cap and vented to outside of body. [See General Regulations 1:5.](#)

SECTION 11A: STOCK CARS, ENGINE: 1, CYLINDER HEADS (Page 3)

(03/03/2026)

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA accepted. Porting, polishing, welding, epoxying and acid-porting prohibited. Combustion-chamber modifications prohibited. Cylinder heads are additionally restricted in that they must retain original-size valves at original angles +/- 1 degree and must be able to hold original cylinder-head volume per NHRA Specifications. Runner volumes may not exceed the current Super Stock cylinder-head volumes as listed on NHRARacer.com. Regardless of the poured volume measurement, any modifications to intake or exhaust runners prohibited. Any evidence of modifications from the original castings will be grounds for disqualifications as determined by NHRA in NHRA's sole and absolute discretion. Any aftermarket [stainless](#) steel valve permitted, must retain stock head ~~and stem~~ diameters [as per NHRA Technical Bulletins. Valve stem diameter in guide area may be minimum 11/32" unless OEM equipped with smaller stem diameter.](#) Only engines OEM-equipped with sodium-filled valves may use sodium-filled replacement valves. Titanium prohibited except OEM. Hardened keepers permitted. Lash caps prohibited [unless OEM equipped](#). Valve [head](#)-diameter tolerance: +.005-inch or -.015-inch from NHRA Specs. The following are prohibited: sparkplug adapters; any grinding in ports or combustion chambers; removal of any flashings; sandblasting or any other modification to cylinder head; any film coating of intake and exhaust runners; any film coating of combustion chamber. Runners and combustion chamber must retain OEM appearance. Final acceptance as determined by NHRA in NHRA's sole and absolute discretion. External modifications prohibited. Intake side of head may not be cut into any part of valve cover bolt holes. Valve-cover bolt holes must remain unaltered and in their original location. Intake manifold bolt holes must remain unaltered in their original location. Heat riser passage may be blocked from intake manifold side of cylinder head. Blocking passage down in valve pocket prohibited. The following are permitted: polylocks, jam nuts, screw-in larger-diameter rocker studs or pinned studs, bronze-wall valve guides, cylinder

head studs. Valve spring umbrellas optional. Cylinder head may have all of the seats replaced. Any valve job permitted, O-ringing prohibited. Exhaust plates prohibited.

SECTION 11A: STOCK CARS, ENGINE: 1, ENGINE (Page 4)
(12/19/2025)(03/03/2026)

Must be same year and make as car used, aftermarket NHRA-accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed ~~.080~~ .085-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job (i.e., one piston/rod assembly untouched) permitted. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration (i.e., knife edging, etc. prohibited). Billet crankshafts ~~prohibited~~ permitted, ~~unless OEM equipped~~. Lightening of crankshaft other than normal balance job prohibited. Cylinder blocks may be sleeved. The lifter bores in the engine block may be re-machined and can include bushings. Aftermarket SFI Spec 18.1 harmonic balancer mandatory in AA/S through G/S and AA/SA through G/SA and all FS classes. See General Regulations 1:2.

SECTION 11A: STOCK CARS, DRIVETRAIN: 2, REAR END (Page 7)
(01/28/2026)

Original rear end may be replaced with another from the same automobile manufacturer; truck rear end prohibited. Aluminum center section permitted only on vehicles that were originally equipped with same. Distance between backing plates may not be changed. Any gear ratio that fits third-member case or housing permitted. Limited-slip or ratchet-type rear ends permitted. Reinforcement of spring perch permitted. Spools permitted only with aftermarket axles. Aftermarket axles not required for front-wheel-drive vehicles. Larger brakes may be used. Replacement rear end may be narrowed or widened to obtain original rear-end width. Bracing or beefing up the rearend housing permitted.

Swing axle differential may be replaced with conventional housing; A conventional 9-inch housing permitted in 2008 and newer vehicles; stock trailing arms must be retained, may be beefed up and adapted to housing, must retain transverse spring. Must install Panhard bar. Frame may be notched for driveshaft clearance. Distance between OEM backing plates and OEM wheelbase must be maintained. Coil-over shock or four-link adaptations prohibited. See General Regulations 2:11.

SECTION 11A: STOCK CARS, TIRES & WHEELS: 5, WHEELS (Page 11)
(03/03/2026)

Aftermarket racing wheels permitted. Automotive wire wheels or motorcycle wheels prohibited. Any wheel/tire combination may be used that does not require alterations to wheel wells. Minimum wheel diameter: 14 inches, unless factory equipped with smaller wheels. Only one (1) valve stem per wheel permitted. See General Regulations 5:2.

SECTION 11B: FACTORY STOCK SHOWDOWN, DESIGNATIONS (Page 15)
(02/27/2026)

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 2026 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. Whipple Gen-6 supercharger only permitted in 2026 Dodge Charger.

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: (3.500) inches
 - Supercharger rear jack shaft cog pulley 34 teeth
 - Supercharger rear cog pulley 32 teeth
 - Lower engine pulley (8.000) inches
 - Overdrive ratio 2.429

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 Gen-5
 - Upper supercharger pulley size: (3.625) inches
 - Lower engine pulley (8.000) inches
 - Overdrive ratio 2.207

2026 Charger Drag Pak 354

- 675 HP Supercharged 3.0L Whipple Gen-6
 - Upper supercharger pulley size: (3.750) inches
 - Lower engine pulley (8.000) inches
 - Overdrive ratio 2.134

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: (3.625) inches
 - Lower engine pulley 6.938 inches
 - Overdrive ratio aluminum block 1.914
 - Overdrive ratio iron block 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, ENGINE (Page 17) (03/03/2026)

Must be same make as car used, NHRA-accepted aftermarket cylinder blocks permitted. Equipment other than original factory-installed prohibited. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed .080 .085-inch overstock. Bores are measured at top of cylinder where ring wear is not evident. Normal balance job (i.e., one piston/rod assembly untouched) permitted. Otherwise lightening of component parts prohibited. All throttle bodies, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration. Lightening of crankshaft other than normal balance job prohibited. Cylinder blocks may be sleeved. O-ringing cylinder blocks are prohibited. Aftermarket SFI Spec 18.1 harmonic balancer mandatory. See General Regulations 1:2.

SECTION 11B: FACTORY STOCK SHOWDOWN, DRIVETRAIN: 2, REAR END (New Section/Paragraph) (Page 18) (01/28/2026)

9-inch housing permitted. Modular style rear-ends prohibited, unless OEM is equipped with Modular style rear-end. Aluminum center section permitted. Distance between backing plates may not be changed. Any gear ratio that fits third-member housing permitted. Limited-slip or ratchet-type rear ends permitted. Spools permitted only with aftermarket axles. Replacement rear end may be narrowed or widened to obtain original rear-end width. Bracing or beefing up the rear-end housing permitted.

SECTION 11B: FACTORY STOCK SHOWDOWN, TIRES & WHEELS: 5, TIRES (New Section/Paragraph) (Page 19) (03/03/2026)

Street-type or drag slick tires, maximum 9-inch tread width. Tires may not be altered from tire manufacturer's original design or pattern. Size of tire (new) must not exceed 9-inch wide x 30-inch diameter (94-inch circumference). Tires may

not exceed 10 inches wide regardless of wear. Front tires must have a full street pattern and must measure a minimum of 4 1/2 inches on ground. Tire tread may not extend outside fender; maximum clearance between side wall and body is 3 inches. Recapped/retreaded tires prohibited. See General Regulations 5:1.

SECTION 11B: FACTORY STOCK SHOWDOWN, TIRES & WHEELS: 5, WHEELS (New Section/Paragraph) (Page 19) (03/03/2026)

Aftermarket racing wheels permitted. Automotive wire wheels or motorcycle wheels prohibited. Any wheel/tire combination may be used that does not require alterations to wheel wells. Minimum wheel diameter: 14 inches, unless factory equipped with smaller wheels. Only one (1) valve stem per wheel permitted. See General Regulations 5:2.

SECTION 12A: SUPER STOCK, ENGINE: 1, CYLINDER HEADS (Page 2) (03/03/2026)

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA-accepted. Cylinder-head casting must also be on NHRA runner volume list as published on NHRARacer.com. Porting, polishing, welding, epoxying, and acid-porting permitted. Grinding and polishing in combustion chamber permitted. Welding and/or applying epoxy in combustion chamber prohibited. Spark-plug hole must maintain the stock location, size, and angle as machined by the OEM; spark-plug adapters prohibited. Valve-guide centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. Valves must maintain stock angle; valve stem angle must remain stock, +/- 1 degree. Cylinder head must be able to hold combustion chamber, intake and exhaust runner volumes per NHRA Specifications. Any aftermarket stainless steel or titanium valve permitted; must maintain stock head and stem size as per NHRA Technical Bulletins. Valve stem diameter in guide area may be minimum 11/32" unless OEM equipped with smaller stem diameter.; ~~titanium valves prohibited. (OEM sodium-filled valve may be replaced with titanium, provided weight is equal to or greater than original.)~~ Valve head diameter permitted to be tolerance: +.005-inch or -.015-inch from published NHRA Technical Bulletins. Angle milling of cylinder head, exhaust and intake mating surfaces permitted. Valve-cover bolt holes must remain unaltered and in their original location. Intake manifold bolt holes must remain in their original location (except SS/AH). Additional intake manifold bolts holes permitted. Spacer plates between intake manifold and cylinder head permitted. Welding or epoxying permitted on external portion of runners for repair only, maximum 2 runners per head. Heat riser passages may be blocked off from intake-manifold side of cylinder head or in exhaust port. The following are permitted: cylinder head studs, polylocks, jam nuts, screw-in or pinned studs. Any valve job accepted. Exhaust plate permitted between header and cylinder head, maximum 1/2-inch; may not protrude into exhaust port. Cylinder head may have all seats replaced.

SECTION 12A: SUPER STOCK, ENGINE: 1, ENGINE (Page 3)
(12/19/2025)(03/03/2026)

Must be same year and make for car used, aftermarket NHRA-accepted cylinder blocks permitted. Equipment other than original factory-installed prohibited. Any special-equipment export kit (superchargers, dealer-installed options, etc.) automatically disqualifies car. Engine must remain in stock location — height, setback, etc. Cylinder bores must not exceed ~~.080~~ **.085**-inch over stock. Bores are measured at top of cylinder where ring wear is not evident. Crossbreeding parts prohibited. Normal balance job permitted. Otherwise lightening of component parts prohibited. All carburetors, manifolds, heads, etc. must be tightened to prevent any air or fuel leaks. Vacuum lines must be securely connected or blocked off. Stroke tolerance is +/- .015-inch. Stock OEM or NHRA-accepted aftermarket crankshaft mandatory. Aftermarket crank must retain OEM configuration (i.e., knife edging, narrowed/ pendulum cut counterweights, etc. prohibited). Billet crankshafts ~~prohibited~~ **permitted, unless OEM equipped**. Lightening of crankshaft other than normal balance job prohibited. The following are permitted: gun drilled rod and main journals, bull-nosed counterweights, any size rod and main journal, additional oil passage holes for rod and main journals. Cylinder blocks may be sleeved. Aftermarket SFI Spec 18.1 harmonic balancer mandatory. Timing-belt covers optional. See General Regulations 1:2.

SECTION 12A: SUPER STOCK, DRIVETRAIN: 2, REAR END (Page 5)
(01/28/2026)

Any OEM automotive type permitted. Entirely custom fabricated **sheet metal** rear-end housing ~~prohibited~~ **permitted**. **Modular style rear-ends prohibited, unless OEM equipped with Modular style rear-end housing**. Aftermarket aluminum center sections or pinion supports permitted. May be narrowed for wide tires. See TIRES. ~~Truck rear-ends prohibited unless originally factory installed~~. Spool permitted with aftermarket axles. Two-speed or quick-change rear ends prohibited. Cars that weigh more than 2,000 pounds with independent rear suspension without upper and lower (both) control arms must replace swing axle differential with conventional differential housing assembly. (Example: 1963-1982 Corvette.) Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly regardless of weight. Must have 360-degree, minimum 1-inch-wide by 1/4-inch-thick axle retention loop on each axle. Alterations to crossmembers permitted when independent rear suspension rear end is replaced. See General Regulations 2:11.

SECTION 12A: SUPER STOCK, TIRES & WHEELS: 5, WHEELS (Page 19)
(03/03/2026)

Aftermarket racing wheels permitted. Automotive wire wheels or motorcycle wheels prohibited. Any wheel/tire combination may be used that does not require alterations to wheel wells except as described under FENDERS. Minimum wheel diameter: 14 inches, unless factory equipped with smaller wheels. The front

wheel must be mounted using an OEM configuration. Spindle-mount designs prohibited. **Only one (1) valve stem per wheel permitted.** See General Regulations 5:2.

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

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

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

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

SECTION 12B: SUPER STOCK/GT, DRIVETRAIN: 2, REAR END (New Section/Paragraph) (Page 13) (01/28/2026)

Any OEM automotive type permitted. Entirely custom fabricated sheet metal rear-end housing permitted. Modular style rear-ends prohibited, unless OEM equipped with Modular style rear-end housing. Aftermarket aluminum center sections or pinion supports permitted. May be narrowed for wide tires. See TIRES. Spool permitted with aftermarket axles. Two-speed or quick-change rear ends prohibited. Cars that weigh more than 2,000 pounds with independent rear suspension without upper and lower (both) control arms must replace swing axle differential with conventional differential housing assembly. (Example: 1963-1982 Corvette.) Cars with independent rear suspension using upper and lower (both) control arms may retain swing axle assembly regardless of weight. Must have 360-degree, minimum 1-inch-wide by 1/4-inch-thick axle retention loop on each axle. Alterations to crossmembers permitted when independent rear suspension rear end is replaced. See General Regulations 2:11.

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

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

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

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

SECTION 12C: GT/TRUCK, DRIVETRAIN: 2, REAR END (New Section/Paragraph) (Page 16) (01/28/2026)

Any OEM automotive type permitted. Entirely custom fabricated sheet metal rear-end housing permitted. Modular style rear-ends prohibited, unless OEM equipped with Modular style rear-end housing. Aftermarket aluminum center sections or pinion supports permitted. May be narrowed for wide tires. See TIRES. Spool permitted with aftermarket axles. Two-speed or quick-change rear ends prohibited. See General Regulations 2:11.

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

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

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

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

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

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

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

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

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

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

SECTION 13: COMP, BODY: 7, AIR FOILS, WINGS (Page 5) (02/05/2026)

AIR FOILS, WINGS

See General Regulations 7:1.

SECTION 13B: COMP, ECONO DRAGSTER, ENGINE: 1, ENGINE (Page 13) (02/05/2026)

One OEM or NHRA-accepted aftermarket, naturally aspirated, automobile engine permitted. B/ED: maximum ~~366~~ 375 cid. OEM bore center spacing mandatory. See General Regulations 1:2

SECTION 13L: COMP, MODIFIED PRODUCTION, ENGINE: 1, ENGINE (Page 58) (02/05/2026)

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

SECTION 13L: COMP, MODIFIED PRODUCTION, ENGINE: 1, FUEL SYSTEM (Page 59) (02/05/2026)

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

SECTION 13L: COMP, MODIFIED PRODUCTION, FRAME: 4, ROLL CAGE (Page 60) (02/05/2026)

Mandatory. ~~Roll cage meeting 25.5 is mandatory for a~~ All cars running 8.49 or quicker must meet SFI 25.1, 25.2, 25.3, 25.4, or 25.5 as applicable for E.T. and weight. See General Regulations 4:4, 4:11, 10:6.

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

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

[that it provides an adequate seal.](#) Headers must fit under stock floor location. The stock framrails from the firewall to the radiator support must retain stock attachment configuration, stock location, and stock dimensions. Frame may be notched for header clearance. See General Regulations 7:5.

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

Front spoiler must be automotive production for body used. Aftermarket rear spoiler limited to maximum length 6 inches as measured from deck lid to spoiler transition point, to rear edge of spoiler. May be no wider than deck lid. [Wicker permitted. Wicker may not add to total length of spoiler.](#) Maximum height of spill plate, 4 inches. If aftermarket spoiler is used, any OEM spoilers must be removed.

SECTION 13L: COMP, MODIFIED PRODUCTION, BODY: 7, WINDSHIELD, WINDOWS (Page 61) (02/05/2026)

[All windows, windshields, and backlight must be clear or factory-tinted safety glass and in good condition.](#) Windows must be closed during competition; need not be operative. Window-operating mechanism may be removed. See General Regulations 7:8.

SECTION 14: TOP ALCOHOL DRAGSTER, DESIGNATION (Page 1) (01/07/2026)

TAD, preceded by car number.

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

SECTION 14B: SUPERCHARGED NITRO DRAGSTER, (Page 13) (01/07/2026)

Beginning January 1, ~~2026~~ [2027](#)

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

Requirements and specifications for the ~~Blown~~ [Supercharged](#) Nitro combination are the same as those for Top Fuel - Section 19 - with the following exceptions:

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Minimum Weights) (Page 1) (01/07/2026)

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~~ 620 pounds

Gen 2 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – ~~635~~ 630 pounds

Gen 1/ Gen 2 Hybrid (Gen 2 case or head) – ~~635~~ 630 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.

SECTION 17: PRO STOCK, TIRES & WHEELS: 5, TIRES (Page 7) (02/05/2026)

Restricted to Goodyear-only tires. Rear tires restricted to P/N 2433, 33.5x17-16. Liners, tubes, or other means to modify the tires properties or characteristics prohibited. ~~Clearance~~. Clearance from outside of front tire to inside of fender at closest point not to exceed 4 inches. Rear clearance 5.5 inches from outside of tire to inside of fender at widest point. Maximum height of front tire is 25 inches. See General Regulations 5:1.

SECTION 17: PRO STOCK, ELECTRICAL: 8, MASTER CUTOFF (Page 11) (03/03/2026)

Mandatory. An electrical power cutoff switch produced for automotive use (one only) or an NHRA accepted solid-state electrical power cutoff switch installed per the manufacturer's instructions, the Modern Racing kit MR-10161010 configured as shown in diagram on www.NHRARacer.com, must be installed on the rearmost part of each vehicle and be easily accessible from outside the car body. The push off mechanism of the master cutoff switch must be placed in such a manner as to give a safety official an unobstructed view of the mechanism from the rear of the vehicle. The push off master cutoff switch / mechanism must be RED in color and have a minimum 4" contrasting background color centered around it. This cutoff switch must be connected to the positive side of the electrical system and must stop all electrical functions including magneto ignition. The off position must be clearly indicated with the word "OFF." For "push/pull" type switch, "push" must be the action for shutting off the electrical system, "pull" to turn it on. Any rods or cables used to activate the switch must be minimum 1/8-inch diameter. Keyed switches prohibited. A secondary switch, located in reach of the driver, that is connected and utilized to disable the master cutoff system is mandatory. Any activation of the fire suppression system must also activate the master cutoff switch.

SECTION 18: FUNNY CAR, ELECTRICAL: 8, ELECTRICAL COMPONENTS (Page 12) (02/05/2026)

Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, automated fire extinguisher, fuel control system, clutch control system, and engine-shutoff/safety system components only.

The use of electrical/electronic timers to control pneumatic fuel-system valves, and/or electric fuel control solenoid valves, and/or clutch control valves are permitted. Functions of fuel timers, clutch timers, and ignition system must be initiated by wide-open throttle switch only.

~~A computer-controlled clutch and fuel controller is acceptable,~~ The Electrimotion Top Fuel Command Module ~~3.0, or 5.0 permitted~~ 5.03 (Boost/Rev) is the only accepted unit for competition. Teams must utilize the latest software and firmware provided by Electrimotion. The Command Module must be installed per the manufacturer's instructions.

~~Teams may also utilize a standalone self-contained controller made by Electrimotion to control clutch and fuel systems. Those self-contained controllers must only control clutch or fuel pressure over time.~~

Output functions of the Electrimotion Command Module clutch control systems may only utilize clutch pressure as a feedback source. Air control systems (for

BDK or All Valve) may only utilize their respective fuel or system pressure as a feedback source.

The only accepted control strategy for clutch or fuel systems is pressure (y-axis) over time (x-axis). Clutch pressure can also be controlled by a Hi/Lo clutch pressure strategy only through the accepted Command Module systems.

Safety systems may utilize inputs to monitor engine health (i.e. boost pressure, crankcase pressure, engine speed, etc.) or vehicle speed (i.e. wheel trigger) to trigger the output functions of the Electrimotion Shutoff Device.

All other inputs may be used for data logging purposes only (check NHRA accepted input list) and may not be used for feedback control.

Starting January 1st, 2027, all vehicles in competition will be required to use the Command Module 5.03 made by Electrimotion. Each vehicle can only have (1) Command Module unit installed and no other clutch, fuel, or pressure controller is permitted to be on the vehicle. Each vehicle will be required to utilize the boost/rev safety shutoff feature installed in the Command Module 5.03. The boost/rev will be required to be plugged in and monitored during qualifying and eliminations. The required boost/rev monitored channels must be recorded in the vehicles on-board data recorder for each run in qualifying and eliminations. The boost/rev channels required to be recorded are Race Time, Intake Boost PSI, CM Analog 1-5V Safety Trigger Output, and Engine RPM. The required channels need to be clearly indicated in the vehicle's data recorder. If a team is unable to provide the recorded information to NHRA officials, the team is subject to penalties in the sole and absolute discretion of NHRA. The boost/rev safety shutoff feature must have two options for teams to adjust and utilize: maximum boost pressure and boost rev trip rate. The only accepted control strategy for maximum boost pressure is pressure (y-axis) over time (x-axis). The only accepted control strategy for boost rate is the following: boost rev rate on/off time and boost rev trip rate per .20 seconds (rate = boost/engine rpm sampled over the last .20 seconds). The required CM Boost Rev setting will be issued prior to the start of the 2027 racing season.

SECTION 19: TOP FUEL, ELECTRICAL: 8, ELECTRICAL COMPONENTS (Page 13) (02/05/2026)

Electrical and electronic components are restricted to ignition systems, data recorders, electrical gauges or indicators, automated fire extinguisher, fuel control system, clutch control system, and engine-shutoff/safety system components only.

The use of electrical/electronic timers to control pneumatic fuel-system valves, and/or electric fuel control solenoid valves, and/or clutch control valves are

permitted. Functions of fuel timers, clutch timers, and ignition system must be initiated by wide-open throttle switch only.

~~A computer-controlled clutch and fuel controller is acceptable.~~ The Electrimotion Top Fuel Command Module 3.0, or 5.0 permitted 5.03 (Boost/Rev) is the only accepted unit for competition. Teams must utilize the latest software and firmware provided by Electrimotion. The Command Module must be installed per the manufacturer's instructions.

~~Teams may also utilize a standalone self-contained controller made by Electrimotion to control clutch and fuel systems. Those self-contained controllers must only control clutch or fuel pressure over time.~~

Output functions of the Electrimotion Command Module clutch control systems may only utilize clutch pressure as a feedback source. Air control systems (for BDK or All Valve) may only utilize their respective fuel or system pressure as a feedback source.

The only accepted control strategy for clutch or fuel systems is pressure (y-axis) over time (x-axis). Clutch pressure can also be controlled by a Hi/Lo clutch pressure strategy only through the accepted Command Module systems.

Safety systems may utilize inputs to monitor engine health (i.e. boost pressure, crankcase pressure, engine speed, etc.) or vehicle speed (i.e. wheel trigger) to trigger the output functions of the Electrimotion Shutoff Device.

All other inputs may be used for data logging purposes only (check NHRA accepted input list) and may not be used for feedback control.

Starting January 1st, 2027, all vehicles in competition will be **required** to use the Command Module 5.03 made by Electrimotion. Each vehicle can only have (1) Command Module unit installed and no other clutch, fuel, or pressure controller is permitted to be on the vehicle. Each vehicle will be required to utilize the boost/rev safety shutoff feature installed in the Command Module 5.03. The boost/rev will be required to be plugged in and monitored during qualifying and eliminations. The required boost/rev monitored channels must be recorded in the vehicles on-board data recorder for each run in qualifying and eliminations. The boost/rev channels required to be recorded are Race Time, Intake Boost PSI, CM Analog 1-5V Safety Trigger Output, and Engine RPM. The required channels need to be clearly indicated in the vehicle's data recorder. If a team is unable to provide the recorded information to NHRA officials, the team is subject to penalties in the sole and absolute discretion of NHRA. The boost/rev safety shutoff feature must have two options for teams to adjust and utilize: maximum boost pressure and boost rev trip rate. The only accepted control strategy for maximum boost pressure is pressure (y-axis) over time (x-axis). The only accepted control strategy for boost rate is the following: boost rev rate on/off time

and boost rev trip rate per .20 seconds (rate = boost/engine rpm sampled over the last .20 seconds). The required CM Boost Rev setting will be issued prior to the start of the 2027 racing season.

SECTION 21: GENERAL REGULATIONS, ENGINE: 1, 1:5 FUEL SYSTEMS, PUMPS/VALVES (Page 5) (03/03/2026)

Cars equipped with mechanical non-OEM fuel pumps, except carbureted applications, must have a quick-action fuel-shutoff valve within easy reach of driver and located in the main fuel line between the fuel tank and the carburetor and/or injectors. Fuel recirculation systems not part of normal fuel/pump system prohibited. All cars in Stock, Super Stock, Competition, and Pro Stock must be equipped with a positive-lock drain valve located between the fuel tank and the carburetor(s) or fuel injector to facilitate removal of fuel samples for fuel-check purposes.