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Class Designation: A/M

General Safety: All vehicles must conform with general IHRA safety rules.

Towing Rule: Car must be driven to the scale after each pass. Towing is permitted from the scale to the pit area on every pass. A broken car can be towed to the scales after a pass with tech supervision only.

Engine Coolant: Only water is permitted in the coolant system. Antifreeze or other additives are prohibited.

Hybrids: Import engines in Domestic bodies or Domestic engines in Import bodies are prohibited. All cars must be either Import bodied/powerd or Domestic bodied/powerd.

Body: Any year vehicle is allowed. Lightweight components are limited to hood, front fenders, decklid, hatches, sunroofs, wings, ground effects, bumpers, doors, and roof only. Aftermarket doors must be factory appearing. Quarter panels must remain steel. One-piece front ends are not permitted. No body parts may be removed during competition.

Chassis: All cars must retain complete stock chassis, floorboard, firewall, and frame rails. Notching of chassis for clearance is permitted. Aftermarket "K" members are permitted.

Suspension: All cars must utilize stock front and rear suspension and mounts. Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted. Ladder bars, four links, and wheelie bars are prohibited on all cars.

Lights: Headlights and brake lights are required (one headlight may be removed for induction).

Windows: The front windshield and all side windows must be either OEM glass or factory appearing polycarbonate windows (For example: Optic Armor, Pro Glass, & Shields type windows). If factory appearing polycarbonate windows are used, then they must appear exactly like a factory installed OEM window. Tech should not be able to tell the difference. Visible braces are not allowed on front or side windows. Screws or rivets to hold front windshield are permitted, but cannot be visible and must be hidden under the factory trim molding. Side windows are not required to go up and down. Rear window may be made of OEM glass, lexan, or polycarbonate material (visible screws and braces are only permitted on rear windows, but are still discouraged). All polycarbonate front windshields must be at least a 1/4" thick.

Interior: Not required.

Exhaust: Not required. Exhaust may exit anywhere.

Driveline: Aftermarket axles, ring and pinions, final drive, spools, and differentials are permitted. Other OEM or aftermarket center sections and rear-ends may be replaced only if is a direct bolt in. IRS suspension cars may convert to straight axle only if it is a direct bolt in.

Transmission: Manual or Auto transmissions are permitted. Any style automatic transmission is permitted. Trans-brakes are permitted. Manual transmissions are permitted to use aftermarket stock-style clutch-assisted transmissions. Sequential transmissions are prohibited. Aftermarket bell housings are permitted.

Clutch: Three discs maximum (any type of disk material is permitted). Clutch must be manually operated by driver's foot.

Shifter: Shifter must be H-pattern. Strain gauges are permitted. Air shifters are prohibited.

Fuel: Only the following fuels are permitted are VP-C10, Vp-C12, VP-C14, VP-C14+, VP-C16. The fuels must not be modified in any way. You must use them the way they came from the fuel manufacturer. You will be disqualified from the race if you are caught using a fuel that is not approved or it is altered in any way.

Fuel System: Electric fuel pumps only are permitted. Aftermarket fuel cells are permitted and may be mounted anywhere in vehicle. **All cars must be equipped with a drain valve located on the return side of the fuel rail or regulator to facilitate the removal of fuel samples for fuel check purposes.**

Oiling System: Dry sump oil system is only permitted if car was OEM equipped with a dry sump and car is using complete OEM oiling system.

Tires: Maximum size slick or bias ply tire is 28.0" x 11.5". Any size DOT radial tire is permitted, except 315/60/15, 325/50/15, 295/55/15 or 295/60/15.

8-Cylinder Engines – Chevy LT, LS, LQ, and LY series

Engine: LM4, LM7, L31, L33, L59, LT1, LS1, LS2, LS3, LS6, LS7, LQ4, LQ9, LY6 series small blocks permitted. No aftermarket blocks are permitted. Factory rods and cranks only are permitted. Aftermarket camshaft, hydraulic lifters, valve train, and pistons are permitted (See chart below for max CID).

Bolt-Ons: External bolt-on parts are permitted.

Camshaft: All cars are permitted to run any hydraulic camshaft.

Induction: Engine must be EFI. All OEM intakes are permitted. The only aftermarket intakes permitted are: MSD Atomic AirForce intakes, BBK intakes, Typhoon intakes, and Fast 78mm, 90mm, 92mm, and 102mm intakes.

Cylinder Heads: OEM cylinder heads only are permitted with the following casting numbers: 035, 241, 243, 317, 364, 373, 452, 706, 716, 799, 806, 821, 823, 853, 862, 873, 895, 933, 5364, 8452. Any valve job is permitted. Aftermarket cylinder heads are prohibited.

Power Adders: Turbochargers, Superchargers, and Nitrous Oxide are prohibited. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Driveline	Block	Cylinder Heads	Porting	Max Displacement	Car & Driver Minimum Weight
Straight Axle or IRS	LM4, LM7, L31, L33, L59	Rectangle or Cathedral Port Cylinder Heads	Un-Ported Heads, As Cast	327ci. Max	2700 lbs.
Straight Axle or IRS	LM4, LM7, L31, L33, L59	Rectangle or Cathedral Port Cylinder Heads	Ported Heads	327ci. Max	2850 lbs.
Straight Axle or IRS	LS1, LS6	Rectangle or Cathedral Port Cylinder Heads	Un-Ported Heads, As Cast	348ci. Max	2800 lbs.
Straight Axle or IRS	LS1, LS6	Rectangle or Cathedral Port Cylinder Heads	Ported Heads	348ci. Max	2950 lbs.
Straight Axle or IRS	LS2, LQ4, LQ9, LY6	Rectangle or Cathedral Port Cylinder Heads	Un-Ported Heads, As Cast	366ci. Max	2900 lbs.
Straight Axle or IRS	LS3	Rectangle or Cathedral Port Cylinder Heads	Un-Ported Heads, As Cast	380ci. Max	3050 lbs.
IRS Only	LT1	Rectangle Port Cylinder Heads	Un-Ported Heads, As Cast	374ci. Max	3000 lbs.
IRS Only	LS7 (stock pistons only)	Rectangle Port Cylinder Heads	Un-Ported Heads, As Cast	427ci. Max	3300 lbs.

* Manual transmission: Deduct 200 lbs.

* Cars with IRS: Deduct 50 lbs.

* Cars equipped with Rectangle Port Heads: Add 50 lbs.

* LT1 & LS7 cars equipped with aftermarket cam: Add 150 lbs.

* LT1 & LS7 cars equipped with MSD Atomic AirForce intake: Add 75 lbs.

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8-Cylinder Engines - Ford 302W

Engine: Any 302 style 8.2 deck block is permitted. Roller Rockers are permitted. Factory stroke is required. Max CID is 313ci.
Bolt-Ons: External bolt-on parts are permitted.
Camshaft: Maximum camshaft lift .550 intake and .550 exhaust any duration as checked at valve.
Induction: Engine may be EFI or carbureted. All aftermarket EFI intakes are permitted. Spyder and Sheet metal Intakes are prohibited. Carburetor Induction is limited to a single plane or dual plane intake. Maximum carb size 750cfm.
Cylinder Heads: All cylinder heads must retain stock valve angle. Any valve job is permitted.
Power Adders: Turbochargers, Superchargers, and Nitrous Oxide are prohibited. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Cylinder Heads	Max Displacement	Car & Driver Minimum Weight
OEM E7 heads	313ci. Max	2600 lbs.
Cast Iron GT-40, and Aluminum GT-40X	313ci. Max	2650 lbs.
AFR 165cc Heads: 1402, 1472, and 1399	313ci. Max	2850 lbs.
AFR 185cc Heads: 1388, 1422, 1387, 1492, and 1420		
Holley Aluminum Heads		
Brodix: 1051004, 171cc Cylinder Head		
Edelbrock: 60329, 60229, 60379, and 60289 only		
Dart: Pro 1 Aluminum 175cc Head		
RHS Pro Action: 35014-01, 35014-02, 35010-02, and 35010-01		
World Products (Cast Iron Windsor JR): 053030-1 and 053030-2		
Promaxx: 175cc and 185cc		
Trickflow Twisted Wedge: 15-degree valve angle only (Maximum intake runner 205cc)	313ci. Max	2900 lbs.
Trickflow Twisted Wedge: 11-degree valve angle only (Maximum intake runner 205cc)	313ci. Max	3000 lbs.

* Automatic overdrive transmissions: Deduct 100 lbs.
 * Un-Ported cylinder heads: Deduct 100 lbs.
 * Manual Transmission Cars: Add 75 lbs.

8-Cylinder Engines - Ford 5.0 Modular

Engine: OEM 5.0 modular blocks only are permitted. Max CID is 321ci.
Bolt-Ons: External bolt-on parts are permitted.
Camshaft: Maximum camshaft lift .550 intake and .550 exhaust any duration as checked at valve.
Induction: Engine must be EFI. All OEM intakes are permitted. The only aftermarket intakes permitted is a Boss Intake.
Cylinder Heads: Any valve job is permitted. Un-Ported or Ported OEM cylinder heads only.
Power Adders: Turbochargers, Superchargers, and Nitrous Oxide are prohibited. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Cylinder Heads	Max Displacement	Car & Driver Minimum Weight
Un-Ported as cast	Up to 313ci.	3150 lbs.
Porting Permitted	Up to 313ci.	3225 lbs.
Un-Ported as cast	314ci - 321ci. Max	3250 lbs.
Porting Permitted	314ci - 321ci. Max	3325 lbs.

8-Cylinder Engines - Ford 4.6 Modular (4-Valve)

Engine: OEM 4.6 modular blocks are permitted. Max CID is 302ci.
Bolt-Ons: External bolt-on parts are permitted.
Camshaft: Maximum camshaft lift .550 intake and .550 exhaust any duration as checked at valve.
Induction: Engine must be EFI. Only OEM intakes are permitted.
Cylinder Heads: Any valve job is permitted. Un-Ported or Ported OEM cylinder heads only.
Power Adders: Turbochargers, Superchargers, and Nitrous Oxide are prohibited. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Valves	Cylinder Heads	Max Displacement	Car & Driver Minimum Weight
4-valve	OEM Heads (Un-Ported as cast)	302ci. Max	3025 lbs.
4-valve	OEM Heads (Porting Permitted)	302ci. Max	3125 lbs.

* Automatic overdrive transmissions: Deduct 100 lbs.

8-Cylinder Engines - Ford 4.6 Modular (3-Valve)

Engine: OEM 4.6 modular blocks are permitted. Max CID is 302ci.
Bolt-Ons: External bolt-on parts are permitted.
Camshaft: Maximum camshaft lift .550 intake and .550 exhaust any duration as checked at valve.
Induction: Engine must be EFI. All OEM intakes are permitted. The only aftermarket intakes permitted are: C&L, JPC, and FRPP. Fabricated sheet metal intakes are prohibited.
Cylinder Heads: Any valve job is permitted. Un-Ported or Ported OEM cylinder heads only.
Power Adders: Turbochargers, Superchargers, and Nitrous Oxide are prohibited. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Valves	Cylinder Heads	Max Displacement	Car & Driver Minimum Weight
3-valve	OEM Heads (Un-Ported as cast)	302ci. Max	2925 lbs.
3-valve	OEM Heads (Porting Permitted)	302ci. Max	3025 lbs.

* Automatic overdrive transmissions: Deduct 100 lbs.

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8-Cylinder Engines - Ford 4.6 Modular (2-Valve)

Engine: OEM 4.6 modular blocks are permitted. Max CID is 302ci.

Bolt-Ons: External bolt-on parts are permitted.

Camshaft: Maximum camshaft lift .550 intake and .550 exhaust any duration as checked at valve.

Induction: Engine must be EFI. All OEM intakes are permitted. The only aftermarket intakes permitted are: Bullitt, Trickflow, P51, and Professional Products intakes. Fabricated sheet metal intakes are prohibited.

Cylinder Heads: Any valve job is permitted. Un-Ported or Ported OEM cylinder heads are permitted. Ford Racing SVO 2v or Trickflow 2v Un-Ported aftermarket cylinder heads are permitted.

Power Adders: Turbochargers, Superchargers, and Nitrous Oxide are prohibited. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Valves	Cylinder Heads	Max Displacement	Car & Driver Minimum Weight
2-valve	OEM Heads (Un-Ported as cast)	302ci. Max	2925 lbs.
2-valve	OEM Heads (Porting Permitted)	302ci. Max	2975 lbs.
2-valve	Ford Racing SVO 2v Heads (Un-Ported as cast)	302ci. Max	2975 lbs.
2-valve	Trickflow 2v Heads (Un-Ported as cast)	302ci. Max	3075 lbs.

* Automatic overdrive transmissions: Deduct 100 lbs.