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Class Designation: S/S

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

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: Stock dashboard and full interior from front seats forward is required (passenger seat may be removed). Headliner is not required. Doors must have a factory or aftermarket skin of some type on the inside.

Exhaust: Muffler(s) are required unless vehicle is turbocharged. 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: Gasoline or any ethanol blended fuel is permitted. All fuels cannot exceed .799 specific gravity. Fuels will be checked with a digital specific gravity tester. (Revised 9-16-16)

Fuel System: Electric fuel pumps only are permitted. Aftermarket fuel cells are permitted and may be mounted anywhere in vehicle.

Oiling System: Any type oiling system is permitted.

Tires: Maximum size slick or bias ply tire is 28.0" x 11.5" or 28.0" x 10.5W. Any size DOT radial tire is permitted, except 315/60/15, 325/50/15, 295/55/15 or 295/60/15.

Engine Containment Device: Engine diaper or catch pan device to capture oil and/or debris in the event of engine failure mandatory. If a catch pan device is used, catch pan must employ minimum 2-inch-high lips on all sides. Lips must be covered or curved inward, so as to contain oil in pan. Catch pan must cover entire area below the engine. Catch pan must extend from radiator support to firewall and from frame rail to frame rail. In all cases, lips must be adequate enough to contain oil in the catch pan. Should a competitor spill excessive oil from the catch pan and debris onto the track, he or she may be disqualified from further competition at the sole and absolute discretion of the event director.

**6-Cylinder Engines – Buick**

Engine: Any internal engine modifications are permitted. Aftermarket blocks are prohibited.

Induction: Engine must be EFI. Stock style EFI intake manifolds with a forward facing throttle body only are permitted. No fabricated or sheet metal intakes.

Turbochargers: Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. The contour from the inducer to the exducer must be continuous without steps. The use of restrictor plates, stepped inlet housings or reducers in an effort to limit compressor size opening is not acceptable. Compressor housing cannot be modified from the leading edge of the inducer to the trailing edge of the exducer. All inducer surge ports must be perpendicular to the shaft and limited in location to the leading edge of the inducer. See chart below for turbo size restrictions.

Nitrous Oxide: Not permitted. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Intercooling: Air intercoolers only are permitted. Water injection is permitted. Methanol injection is prohibited.

Maximum Turbocharger	Nitrous Oxide	Car & Driver Minimum Weight
76.9 mm single (Compressor Exducer T16mm Max) T4 Max Size	Nitrous Prohibited	3500 lbs.

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

Engine: Only the following small blocks are permitted: LT1, LT4, LS1, LS2, LS3, LS6, LS7, LS9, LQ4, LQ9, and LY6, series blocks only. No aftermarket blocks are permitted. Any internal engine modifications are permitted. Max CID is 427ci.

Induction: Engine must be EFI or carbureted. Aftermarket commercially available intakes only are permitted. Carb style intakes are only permitted on naturally aspirated or nitrous cars. No fabricated or sheet metal intakes.

Cylinder Heads: Aftermarket cylinder heads are permitted. Cylinder heads may be ported. Canted valve heads and billet heads are prohibited.

Turbochargers: Turbochargers are measured at the inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.

Superchargers: Superchargers are permitted and must run off a serpentine belt. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.

Nitrous Oxide: See table below for restrictions. Nitrous purge must exit engine bay. Nitrous "Push" systems are prohibited.

Power Adder	Max Displacement	Car & Driver Minimum Weight
NATURALLY ASPIRATED	427ci. Max	3150 lbs.
NITROUS OXIDE: Limited to a single stage fogger system (with a .032 nitrous jet) or	Up to 385ci.	3100 lbs.
NITROUS OXIDE: Limited to a single plate (with a single .110 nitrous jet) or single fogger nozzle (with no jet limit)	Up to 385ci.	3100 lbs.
NITROUS OXIDE: Limited to a single plate (with a single .092 nitrous jet) or single fogger nozzle (with no jet limit)	386ci - 427ci. Max	3300 lbs.
TURBOCHARGER: 76.9mm (Compressor Exducer T16mm Max) T4 Max Size (Downpipe cannot exceed 4" diameter)	427ci. Max	3675 lbs.
KENNE BELL: 2.1, 2.6 WHIPPLECHARGER: 2.3 PAXTON: Novi 1000, 1200 ANY MAGNUSON, EATON, OR TVS	427ci. Max	3400 lbs.
VORTECH: V-1 A, B, S, Si, V-2 S-Trim, V-2 Si-Trim, V-3 Si-Trim ATI PROCHARGER: P1SC, P1SC-2, P1SC-H		
KENNE BELL: 2.8 WHIPPLECHARGER: 2.9 PAXTON: Novi 2000, 2200	427ci. Max	3500 lbs.
VORTECH: T, JT ATI PROCHARGER: D1SC, D1, D1R		
KENNE BELL: 3.6 WHIPPLECHARGER: 3.4 ATI PROCHARGER: F-1, F-1D, F-1A	427ci. Max	3650 lbs.
WHIPPLECHARGER: 4.0 VORTECH: YS, YSI Trim, V24-YSI Trim ATI PROCHARGER: F-1C-91, F-1A-91, F-1A-94	427ci. Max	3800 lbs.

\* Supercharged cars with 395ci or smaller engines: Deduct 50 lbs.

\* Manual transmission: Deduct 100 lbs.

\* OEM cylinder heads: Deduct 75 lbs.

\* IRS cars: Deduct 50 lbs.

\* Centrifugal Supercharged & Turbocharged cars with liquid intercooler: Add 100 lbs.

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**8-Cylinder Engines - Ford 302W**

**Engine:** Any 302 style 8.2 deck block is permitted. Any internal engine modifications are permitted. Max CID is 347ci.  
**Induction:** Engine may be EFI or carbureted. Maximum carb size 750cfm. Aftermarket commercially available intakes only are permitted. No fabricated or sheet metal intakes.  
**Cylinder Heads:** Inline cylinder heads only are permitted with stock valve angles. Cylinder heads may be ported.  
**Turbochargers:** Not permitted.  
**Superchargers:** Superchargers are permitted and must run off a serpentine belt. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.  
**Nitrous Oxide:** See table below for restrictions. Nitrous purge must exit engine bay. Nitrous "Push" systems are prohibited.

Power Adder	Max Displacement	Car & Driver Minimum Weight
NITROUS OXIDE: Limited to a single plate (with a single .110 nitrous jet)	347ci. Max	2950 lbs.
PAXTON: Novi 1000, 1200 VORTECH: V-1 A, B, S, Si, V-2 S-Trim, V-2 Si-Trim, V-3 Si-Trim ATI PROCHARGER: P1SC, P1SC-2, P1SC-H	347ci. Max	3100 lbs.
PAXTON: Novi 2000, 2200 VORTECH: T, JT ATI PROCHARGER: D1SC, D1, D1R	347ci. Max	3250 lbs.

\* Manual transmission: Deduct 100 lbs.  
 \* 311ci or smaller engines: Deduct 150 lbs.

**8-Cylinder Engines - Ford 5.0 Modular**

**Engine:** Only OEM 5.0 modular blocks are permitted. Any internal engine modifications are permitted. Max CID is 311ci.  
**Induction:** Engine must be EFI. Aftermarket commercially available intakes only are permitted. No fabricated or sheet metal intakes.  
**Cylinder Heads:** Un-Ported or Ported OEM cylinder heads only.  
**Turbochargers:** Turbochargers are measured at the inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.  
**Superchargers:** Superchargers are permitted and must run off a serpentine belt. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.  
**Nitrous Oxide:** See table below for restrictions. Nitrous purge must exit engine bay. Nitrous "Push" systems are prohibited.

Power Adder	Max Displacement	Car & Driver Minimum Weight
NITROUS OXIDE: Limited to a single stage plate located between the throttle body and the upper intake (with no jet limit) or single fogger nozzle (with no jet limit)	311ci. Max	3300 lbs.
TURBOCHARGER: 76.9mm (Compressor Exducer 116mm Max) T4 Max Size (Downpipe cannot exceed 4" diameter)	311ci. Max	3675 lbs.
KENNE BELL: 2.1, 2.6 WHIPPLECHARGER: 2.3 PAXTON: Novi 1000, 1200 ANY MAGNUSON, EATON, OR TVS VORTECH: V-1 A, B, S, Si, V-2 S-Trim, V-2 Si-Trim, V-3 Si-Trim ATI PROCHARGER: P1SC, P1SC-2, P1SC-H	311ci. Max	3300 lbs.
KENNE BELL: 2.8 WHIPPLECHARGER: 2.9 PAXTON: Novi 2000, 2200 VORTECH: T, JT ATI PROCHARGER: D1SC, D1, D1R	311ci. Max	3400 lbs.
KENNE BELL: 3.6 WHIPPLECHARGER: 3.4 ATI PROCHARGER: F-1, F-1D, F-1A	311ci. Max	3500 lbs.
WHIPPLECHARGER: 4.0 VORTECH: YS, YSI Trim, V24-YSI Trim ATI PROCHARGER: F-1C-91, F-1A-91, F-1A-94	311ci. Max	3650 lbs.

\* Manual transmission: Deduct 100 lbs.  
 \* Turbocharged cars with cast inducer wheel: deduct 100 lbs.  
 \* Centrifugal Supercharged & Turbocharged cars with liquid intercooler: Add 100 lbs.

**8-Cylinder Engines - Ford 5.4 Modular and Ford 5.8 Modular**

**Engine:** Only OEM 5.4 and 5.8 modular blocks are permitted. Any internal engine modifications are permitted. Max CID is 365ci.  
**Induction:** Engine must be EFI. Aftermarket commercially available intakes only are permitted. No fabricated or sheet metal intakes.  
**Cylinder Heads:** Un-Ported or Ported OEM cylinder heads only.  
**Turbochargers:** Not permitted.  
**Superchargers:** Superchargers are permitted and must run off a serpentine belt. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.  
**Nitrous Oxide:** Not permitted. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Power Adder	Max Displacement	Car & Driver Minimum Weight
KENNE BELL: 2.1, 2.6 WHIPPLECHARGER: 2.3 PAXTON: Novi 1000, 1200 ANY MAGNUSON, EATON, OR TVS VORTECH: V-1 A, B, S, Si, V-2 S-Trim, V-2 Si-Trim, V-3 Si-Trim ATI PROCHARGER: P1SC, P1SC-2, P1SC-H	365ci. Max	3400 lbs.
KENNE BELL: 2.8 WHIPPLECHARGER: 2.9 PAXTON: Novi 2000, 2200 VORTECH: T, JT ATI PROCHARGER: D1SC, D1, D1R	365ci. Max	3500 lbs.
KENNE BELL: 3.6 WHIPPLECHARGER: 3.4 ATI PROCHARGER: F-1, F-1D, F-1A	365ci. Max	3600 lbs.
WHIPPLECHARGER: 4.0 VORTECH: YS, YSI Trim, V24-YSI Trim ATI PROCHARGER: F-1C-91, F-1A-91, F-1A-94	365ci. Max	3750 lbs.

\* Manual transmission: Deduct 100 lbs.  
 \* Cars with 340ci or smaller engines: Deduct 50 lbs.  
 \* Centrifugal Supercharged cars with liquid intercooler: Add 100 lbs.

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

**Engine:** Any 4.6 block is permitted. Any internal engine modifications are permitted. Max CID is 302ci.  
**Induction:** Engine must be EFI. Aftermarket commercially available intakes only are permitted. No fabricated or sheet metal intakes.  
**Cylinder Heads:** Un-Ported or Ported OEM cylinder heads only.  
**Turbochargers:** Turbochargers are measured at the inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.  
**Superchargers:** Superchargers are permitted and must run off a serpentine belt. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.  
**Nitrous Oxide:** See table below for restrictions. Nitrous purge must exit engine bay. Nitrous "Push" systems are prohibited.

Power Adder	Max Displacement	Car & Driver Minimum Weight
NITROUS OXIDE: Limited to a single stage plate located between the throttle body and the upper intake (with no jet limit) or single fogger nozzle (with no jet limit)	302ci. Max	3100 lbs.
TURBOCHARGER: 76.9mm (Compressor Exducer 116mm Max) T4 Max Size (Downpipe cannot exceed 4" diameter)	302ci. Max	3600 lbs.
KENNE BELL: 2.1, 2.6 WHIPPLECHARGER: 2.3 PAXTON: Novi 1000, 1200 ANY MAGNUSON, EATON, OR TVS VORTECH: V-1 A, B, S, Si, V-2 S-Trim, V-2 Si-Trim, V-3 Si-Trim ATI PROCHARGER: P1SC, P1SC-2, P1SC-H	302ci. Max	3100 lbs.
KENNE BELL: 2.8 WHIPPLECHARGER: 2.9 PAXTON: Novi 2000, 2200 VORTECH: T, JT ATI PROCHARGER: D1SC, D1, D1R	302ci. Max	3200 lbs.
KENNE BELL: 3.6 WHIPPLECHARGER: 3.4 ATI PROCHARGER: F-1, F-1D, F-1A	302ci. Max	3300 lbs.
WHIPPLECHARGER: 4.0 VORTECH: YS, YSI Trim, V24-YSI Trim ATI PROCHARGER: F-1C-91, F-1A-91, F-1A-94	302ci. Max	3450 lbs.

- \* Manual transmission: Deduct 100 lbs.
- \* Cars with 289ci or smaller engines: Deduct 50 lbs.
- \* Turbocharged cars with cast inducer wheel: deduct 100 lbs.
- \* Centrifugal Supercharged & Turbocharged cars with liquid intercooler: Add 100 lbs.

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

**Engine:** Any 4.6 block is permitted. Any internal engine modifications are permitted. Max CID is 302ci.  
**Induction:** Engine must be EFI. Aftermarket commercially available intakes only are permitted. No fabricated or sheet metal intakes.  
**Cylinder Heads:** Un-Ported or Ported OEM cylinder heads only.  
**Turbochargers:** Turbochargers are measured at the inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.  
**Superchargers:** Superchargers are permitted and must run off a serpentine belt. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.  
**Nitrous Oxide:** See table below for restrictions. Nitrous purge must exit engine bay. Nitrous "Push" systems are prohibited.

Power Adder	Max Displacement	Car & Driver Minimum Weight
NITROUS OXIDE: Limited to a single stage plate located between the throttle body and the upper intake (with no jet limit) or single fogger nozzle (with no jet limit)	302ci. Max	3000 lbs.
TURBOCHARGER: 76.9mm (Compressor Exducer 116mm Max) T4 Max Size (Downpipe cannot exceed 4" diameter)	302ci. Max	3500 lbs.
KENNE BELL: 2.1, 2.6 WHIPPLECHARGER: 2.3 PAXTON: Novi 1000, 1200 ANY MAGNUSON, EATON, OR TVS VORTECH: V-1 A, B, S, Si, V-2 S-Trim, V-2 Si-Trim, V-3 Si-Trim ATI PROCHARGER: P1SC, P1SC-2, P1SC-H	302ci. Max	3000 lbs.
KENNE BELL: 2.8 WHIPPLECHARGER: 2.9 PAXTON: Novi 2000, 2200 VORTECH: T, JT ATI PROCHARGER: D1SC, D1, D1R	302ci. Max	3100 lbs.
WHIPPLECHARGER: 3.4 ATI PROCHARGER: F-1, F-1D, F-1A	302ci. Max	3200 lbs.
VORTECH: YS, YSI Trim, V24-YSI Trim ATI PROCHARGER: F-1C-91, F-1A-91, F-1A-94	302ci. Max	3350 lbs.

- \* Manual transmission: Deduct 100 lbs.
- \* Turbocharged cars with cast inducer wheel: deduct 100 lbs.
- \* Cars with 289ci or smaller engines: Deduct 50 lbs.

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

**Engine:** Any 4.6 block is permitted. Any internal engine modifications are permitted. Max CID is 302ci.  
**Induction:** Engine must be EFI. Aftermarket commercially available intakes only are permitted. No fabricated or sheet metal intakes.  
**Cylinder Heads:** OEM cylinder heads, Ford Racing SVO 2v cylinder heads, or Trickflow 2v cylinder heads are permitted. Cylinder heads may be Un-Ported or Ported.  
**Turbochargers:** Turbochargers are measured at the inducer wheel diameter at the point where the leading edge of the compressor wheel meets the inlet housing. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.  
**Superchargers:** Superchargers are permitted and must run off a serpentine belt. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.  
**Nitrous Oxide:** See table below for restrictions. Nitrous purge must exit engine bay. Nitrous "Push" systems are prohibited.

Power Adder	Max Displacement	Car & Driver Minimum Weight
NITROUS OXIDE: Limited to a single stage plate located between the throttle body and the upper intake (with no jet limit) or single fogger nozzle (with no jet limit)	302ci. Max	2900 lbs.
TURBOCHARGER: 76.9mm (Compressor Exducer 116mm Max) T4 Max Size (Downpipe cannot exceed 4" diameter)	302ci. Max	3400 lbs.
KENNE BELL: 2.1, 2.6 WHIPPLECHARGER: 2.3 PAXTON: Novi 1000, 1200 ANY MAGNUSON, EATON, OR TVS VORTECH: V-1 A, B, S, Si, V-2 S-Trim, V-2 Si-Trim, V-3 Si-Trim ATI PROCHARGER: P1SC, P1SC-2, P1SC-H	302ci. Max	2900 lbs.
KENNE BELL: 2.8 WHIPPLECHARGER: 2.9 PAXTON: Novi 2000, 2200 VORTECH: T, JT ATI PROCHARGER: D1SC, D1, D1R	302ci. Max	3000 lbs.
WHIPPLECHARGER: 3.4 ATI PROCHARGER: F-1, F-1D, F-1A	302ci. Max	3100 lbs.
VORTECH: YS, YSI Trim, V24-YSI Trim ATI PROCHARGER: F-1C-91, F-1A-91, F-1A-94	302ci. Max	3250 lbs.
* Manual transmission: Deduct 100 lbs. * Turbocharged cars with cast inducer wheel: deduct 100 lbs. * Cars with 289ci or smaller engines: Deduct 50 lbs.		