

If the rule is in BLACK text, then it is the same as 2025.

If the rule is in BLUE text, then it has been changed for 2026.

If any future revisions are made it will be in RED text.

Class Designation: S/F**General Safety:** All vehicles must conform with general NHRA safety rules.**Turbo Crossbolts:** Turbo crossbolts 3" from the turbine wheel is mandatory.**Engine Containment Device:** Engine diaphragm with pigmat or catch pan device to capture oil and/or debris is mandatory. If a catch pan device is used, catch pan must have a minimum 2-inch-high lip 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.**Beam Tripper:** A front beam tripper is permitted but can only extend 45" forward of the centerline of the front wheel.**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. Floor may be modified or replaced. Frame rails may be modified in front of the strut tower. Notching of chassis for clearance is permitted. Aftermarket "K" members are permitted. All cars can remove spare tire wheel well and cover with sheet metal. Mini tubs are permitted.**Suspension:** All cars must utilize stock front suspension mounts. Stock-type, ladder bar, and racing 4-link rear suspension systems are permitted. Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted.

Aftermarket struts and shocks are permitted. Rear shocks may be relocated. Wheelie bars are prohibited on all cars.

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 H-Pattern transmissions.

Strain gauges are permitted. Sequential transmissions are prohibited. Aftermarket bell housings are permitted. Lock-Up converters are prohibited and cannot be on the car even if you aren't using it (only OEM equipped Lock-Up Converters are ok)

Clutch: Adjustable clutch is permitted. Clutch must be manually operated by driver's foot.**Lights:** Headlights and brake lights are required (one headlight may be removed for induction).**Windows:** OEM glass or lexan windows are permitted. If you are using aftermarket doors or lexan windows, then a steel frame around the lexan window or a window latch is required.**Interior:** Not Required.**Exhaust:** Not Required.**Driveline:** OEM or aftermarket center sections and rear-ends may be replaced only if it is a direct bolt in. IRS suspension cars may convert to straight axle only if it is a direct bolt in.**Fuel:** All fuels cannot exceed .799 specific gravity. Fuels will be checked with a digital specific gravity tester.**Fuel System:** Electric or mechanical fuel pumps are permitted. Aftermarket fuel cells are permitted and may be mounted anywhere in vehicle.**Oiling System:** Any type oiling system is permitted.**Tires:** Radials are limited to a 275/60/15 or 28"x10.5"radial slick. Radials on a 17" or larger wheel can run any size tire. DOT bias ply tires or Slicks are limited to a 28.0" x 11.5W" (Tires are checked by sidewall designation)**8-Cylinder Engines – Chevy & Mopar****Engine:** Any OEM block or aftermarket cast block is permitted (Stock Deck Height). Any internal engine modifications are permitted. Max CID is 440ci.**Cylinder Heads:** Aftermarket cylinder heads are permitted. Cylinder heads may be ported. Billet heads are prohibited.**Turbochargers:** Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. The compressor wheel cannot exceed the tip to tip measurement outlined in table below.

Compressor cover must be unmodified, it must be run the way it comes from the manufacturer. No modification of the surge port allowed. 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 within 45° of perpendicular to the shaft and within 0.20" to the leading edge of the inducer. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.

Power Adder	Max Displacement	Glide, TH400, 4L80 & other Autos	H-Pattern Manual Trans
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 62.9mm Ind. / 88.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	440ci. Max	3050 lbs.	2950 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 64.9mm Ind. / 88.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	440ci. Max	3125 lbs.	3025 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 68.9mm Ind. / 93.9mm Tip to Tip & Turbine 78.9mm Ind. / 70.9mm Exd.	440ci. Max	3275 lbs.	3175 lbs.
Twin T3, T4, or 2.5" V Band Turbos: Compressor 72.9mm Ind. / 106.9 mm Tip to Tip & Turbine 87.9mm Ind. / 80.9mm Exd.	440ci. Max	3675 lbs.	3575 lbs.
Single T6 Turbo: Compressor 107.9mm Ind. / 141.9mm Tip to Tip & Turbine 116.9mm Ind. / 111.9mm Exd	440ci. Max	3550 lbs.	3450 lbs.

* Racing 4-link rear suspension: Add 75 lbs.

* IRS cars: Deduct 100 lbs.

* T4 Turbos: Add 100 lbs.

8-Cylinder Engines - Ford Modular Motors**Engine:** Only OEM modular blocks are permitted. Any internal engine modifications are permitted. Max CID is 365ci.**Cylinder Heads:** Un-Ported or Ported OEM cylinder heads only.**Turbochargers:** Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. The compressor wheel cannot exceed the tip to tip measurement outlined in table below.

Compressor cover must be unmodified, it must be run the way it comes from the manufacturer. No modification of the surge port allowed. 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 within 45° of perpendicular to the shaft and within 0.20" to the leading edge of the inducer. 3" V-Band turbine housing is prohibited. Cannot combine with nitrous oxide. Liquid intercoolers and air intercoolers are permitted. See table below for max turbocharger size.

Power Adder	Max Displacement	Glide, TH400, 4L80 & other Autos	H-Pattern Manual Trans
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 62.9mm Ind. / 88.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	365ci. Max	3050 lbs.	2950 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 64.9mm Ind. / 88.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	365ci. Max	3125 lbs.	3025 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 68.9mm Ind. / 93.9mm Tip to Tip & Turbine 78.9mm Ind. / 70.9mm Exd.	365ci. Max	3275 lbs.	3175 lbs.
Twin T3, T4, or 2.5" V Band Turbos: Compressor 72.9mm Ind. / 106.9 mm Tip to Tip & Turbine 87.9mm Ind. / 80.9mm Exd.	365ci. Max	3475 lbs.	3375 lbs.

* Racing 4-link rear suspension: Add 75 lbs.

* IRS cars: Deduct 100 lbs.

* T4 Turbos: Add 100 lbs.

* 4.6 Modular Engines: Deduct 400 lbs.