

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: U/S

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: Must have an import body or a domestic sport compact 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. Frame rails may be modified in front of the strut tower. Notching of chassis for clearance is permitted. Aftermarket "K" members are permitted. Floor in rear of the car may be replaced behind the driver's seat with another material. Mini tubs are permitted.

Suspension: All cars must utilize stock front and rear suspension mounts (suspension must be a direct bolt-in to factory location). 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.

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.

Driveline: RWD and AWD cars only permitted. FWD cars are prohibited. 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 it is a direct bolt in. IRS suspension cars may convert to straight axle only if it is a direct bolt in.

Transmission: Aftermarket bell housing is permitted on all transmissions.

- Automatic Transmission: All cars can run any style automatic transmission. Trans-brakes are permitted. Lock-Up converters are prohibited and cannot be on the car even if you aren't using it.
- H-Pattern Manual Transmission: All cars can run any aftermarket stock-style clutch-assisted manual transmissions with H-Pattern shifter. Strain gauges are permitted on all cars.
- Sequential Transmission: All cars can run a sequential transmission. Strain gauges are permitted on all cars.

Clutch: Clutch must be manually operated by driver's foot. Adjustable or Slipper Style clutch is permitted.

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. 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.

Engine: OEM or Aftermarket blocks are permitted.

Turbochargers: Turbochargers are measured at the inducer wheel where the leading edge of the inducer wheel meets the housing. 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. See chart below for turbo size restrictions.

Nitrous Oxide: See tables below. If nitrous oxide is not permitted for your combination, then bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Intercooling: 4-cylinder and 6-cylinder cars must run air intercoolers only. 2-rotor cars may run liquid intercoolers. Water injection is permitted. Methanol injection is permitted.

Tires: All tires are checked by sidewall designation. See size restrictions below:

AWD: Maximum size slick or DOT bias ply tire is 28.0" x 11.5W"

RWD: Radials are limited to a 27.5/60/15 or 28"x10.5"radial slick. DOT bias ply tires or Slicks are limited to a 28.0" x 11.5W" (Tires are checked by sidewall designation)

Engine	Driveline	Transmission	Maximum Turbocharger	Nitrous Oxide	Car & Driver Min Weight
2-rotor	RWD	Manual (Static Clutch only)	Compressor: Ind 80.9 mm (Single Turbo)	Nitrous Prohibited	2200 lbs.
2-rotor	RWD	Manual (Static Clutch only)	Compressor: Ind 82.9 mm (Single Turbo)	Nitrous Prohibited	2300 lbs.
2-rotor	RWD	Manual (Static Clutch only)	Compressor: Ind 88.9 mm (Single Turbo)	Nitrous Prohibited	2500 lbs.
2-rotor	RWD	Manual (Static Clutch only)	Compressor: Ind 91.9 mm (Single Turbo)	Nitrous Prohibited	2600 lbs.
* Turbocharged cars with cast inducer wheel: deduct 100 lbs.					
* RWD Cars with Sequential transmission: add 100 lbs.					
* Slipper Clutch: add 200 lbs.					

Engine	Driveline	Transmission	Maximum Turbocharger	Nitrous Oxide	Car & Driver Min Weight
4-cylinder	AWD	DCT, Auto or Manual (Static Clutch only)	Compressor: Ind 67.9mm & Exd 102.9mm max (Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous permitted on auto cars only	2550 lbs.
4-cylinder	AWD	DCT, Auto or Manual (Static Clutch only)	Compressor: Ind 73.9mm & Exd 102.9mm max (Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous permitted on auto cars only	2600 lbs.
4-cylinder	RWD	Manual (Static Clutch only)	Compressor: Ind 67.9mm & Exd 102.9mm max (Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous ok	2550 lbs.
4-cylinder	RWD	Manual (Static Clutch only)	Compressor: Ind 73.9mm & Exd 102.9mm max (Single Turbo) Exd tip can be 104.9 max at back disk	Nitrous ok	2600 lbs.
4-cylinder	RWD	DCT, Auto or Manual (Adjustable Clutch ok)	Compressor: Ind 62.9mm & Exd 112.9mm max (Single Turbo)	.035 jet max single fogger nozzle	2750 lbs.
* Turbocharged cars with cast inducer wheel: deduct 100 lbs.					
* Automatic Cars without a Trans-brake: deduct 100 lbs.					
* VW engines: deduct 200 lbs.					
* AWD cars using nitrous (Only permitted with auto transmission): add 100 lbs.					
* RWD cars using nitrous: add 100 lbs.					
* RWD Cars with Sequential transmission: add 100 lbs.					
* RWD Mid-Engine Cars: Deduct 150 lbs.					

Engine	Driveline	Transmission	Maximum Turbocharger	Nitrous Oxide	Car & Driver Min Weight
5 or 6-cylinder	AWD	DCT, Auto or Manual (Static Clutch only)	Compressor: Ind 76.9mm & Exd 116.9mm max (Single Turbo)	Nitrous Prohibited	2900 lbs.
6-cylinder	RWD	Manual (Static Clutch only)	Compressor: Ind 88.9 mm (Single Turbo)	.035 jet max single fogger nozzle	2850 lbs.
6-cylinder	RWD	DCT, Auto or Manual (Adjustable Clutch ok)	Compressor: Ind 67.9mm & Exd 102.9mm max (T4 Single Turbo) Exd tip can be 104.9 max at back disk	.035 jet max single fogger nozzle	2850 lbs.
6-cylinder	RWD	DCT, Auto or Manual (Adjustable Clutch ok)	Compressor: Ind 73.9mm & Exd 102.9mm max (T4 Single Turbo) Exd tip can be 104.9 max at back disk	.035 jet max single fogger nozzle	3050 lbs.
6-cylinder	RWD	DCT, Auto or Manual (Adjustable Clutch ok)	Compressor: Ind 76.9mm & Exd 116.9mm max (T4 Single Turbo)	.035 jet max single fogger nozzle	3250 lbs.
* Turbocharged cars with cast inducer wheel: deduct 100 lbs.					
* Automatic Cars without a Trans-brake: deduct 100 lbs.					
* RWD cars with automatic transmission and 3.2/3.4 stroker engine: add 100 lbs.					
* RWD cars with Sequential transmission: add 100 lbs.					
* RWD cars using nitrous: add 100 lbs.					
* IRS cars with bolt-in straight axle conversion: add 200 lbs.					

VK56 Engine

Please see Domestic Limited Street Rulebook for Ford Modular Engines (The VK56 must follow the same rulebook as the Ford Modular Engine)