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Class Designation: O/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/powered or Domestic bodied/powered.**Body:** 2009+ 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. All cars can remove spare tire wheel well and cover with sheet metal. 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.**Transmission:** OEM transmissions are required and must retain all factory forward gears. All forward gears must be operational and function as designed by the manufacturer. Trans-brakes are permitted. Aftermarket bell housings are permitted. Lock-Up converters are permitted.**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. 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:** Any type oiling system is permitted.**Tires:** Any size radial tire is permitted. Slicks are limited to a 28.0" x 11.5W" (Tires are checked by sidewall designation)**A90 / B58****Engine:** B58 engine required**Nitrous Oxide:** Not permitted. All nitrous bottles and solenoids must be removed from car and nitrous nozzles must be capped.

Power Adder	Minimum Weight
80.9 mm single	3,400 lbs.

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. 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.

Superchargers: Superchargers are permitted and must run off a serpentine belt. Liquid intercoolers and air intercoolers are permitted. See table below for approved superchargers.**Nitrous Oxide:** See table below for restrictions. Nitrous can only be used with LSA, LT4, LS9 and 2650 Superchargers. Nitrous purge must exit engine bay. Nitrous "Push" systems are prohibited.

Power Adder	Max Displacement	6L80 & 6I90 Trans	8L90 & 10L90 Trans	8HP Trans
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 64.9mm Ind. / 86.9mm Exd & Turbine 74.9mm Ind. / 66.9mm Exd.	440ci Max	3900 lbs.	3900 lbs.	4200 lbs.
Twin T3, T4, or 2.5" V-Band Turbos: Compressor 72.9mm Ind. / 102.9mm Exd & Turbine 82.9mm Ind. / 75.9mm Exd.	440ci Max	Not Permitted	Not Permitted	5400 lbs.
PAXTON: Novi 1200 VORTECH: S, Si, V-2 S-Trim, V-2 Si-Trim, V-3 Si-Trim ATI PROCHARGER: P1SC, P1SC-2, P1SC-H GM: LSA, LT4	440ci. Max	3300 lbs.	3350 lbs.	Not Permitted
WHIPPLECHARGER: 2.9 PAXTON: Novi 2200 VORTECH: T, JT ATI PROCHARGER: D1SC, P1X GM: LS9	440ci. Max	3350 lbs.	3400 lbs.	3450 lbs.
ATI PROCHARGER: F-1A, D1X ANY 2650 TVS (MAGNUSON, VMP, EATON, etc.) GM: LT5	440ci. Max	3650 lbs.	3700 lbs.	3800 lbs.
WHIPPLECHARGER: 3.0 VORTECH: YS, YSI Trim, YSI-2200, V24-YSI Trim ATI PROCHARGER: F-1C, F-1A-91, F1-R	440ci. Max	3800 lbs.	3850 lbs.	3900 lbs.
ATI PROCHARGER: F-1A-94 Whipple 3.8	440ci. Max	3800 lbs.	3850 lbs.	4100 lbs.

* OEM cylinder heads: Deduct 50 lbs.

* Solid axle swap cars: Add 50 lbs.

* Turbocharged cars with cast inducer wheel: deduct 100 lbs.

* Centrifugal Supercharged & Turbocharged cars with liquid intercooler: Add 50 lbs.

* LSA & LT4 Supercharged cars with nitrous oxide (with a single .078 jet max or .28 fogger jet): Add 150 lbs.

* LS9 & 2650 Supercharged cars with nitrous oxide (with a single .062 jet max or max fogger jet of .024): Add 200 lbs.

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Cylinder Engines - Ford Modular**Engine:** Only OEM modular blocks are permitted. Any internal engine modifications are permitted. Max CID is 330ci.**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

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	6R80 & 10R80 Trans
Single T4 Turbo: Compressor 86.9mm Ind. / 112.9mm Tip to Tip & Turbine 89.9mm Ind. / 85.9mm Exd.	330ci. Max	3625 lbs.
Single T6 Turbo: Compressor 76.9mm Ind. / 116.9mm Tip to Tip & Turbine 96.9mm Ind. / 88.9mm Exd.	330ci. Max	3650 lbs.
Twin T3 / 2.5" V-Band Turbos: Compressor 62.9mm Ind. / 86.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	330ci. Max	3725 lbs.
Twin T3 / 2.5" V-Band Turbos: Compressor 64.9mm Ind. / 86.9mm Tip to Tip & Turbine 74.9mm Ind. / 66.9mm Exd.	330ci. Max	3850 lbs.
Twin T3 / 2.5" V-Band Turbos: Compressor 68.9mm Ind. / 92.9mm Tip to Tip & Turbine 78.9mm Ind. / 70.9mm Exd.	330ci. Max	4300 lbs.
Twin T3 / 2.5" V-Band Turbos: Compressor 72.9mm Ind. / 102.9mm Tip to Tip & Turbine 82.9mm Ind. / 75.9mm Exd.	330ci. Max	4950 lbs.
WHIPPLECHARGER: 2.9 PAXTON: Novi 2200 ANY 2650 TVS (MAGNUSON, VMP, EATON, etc.) VORTECH: T, JT	330ci. Max	3200 lbs.
ATI PROCHARGER: D1SC, P1X	330ci. Max	3350 lbs.
ATI PROCHARGER: F-1A, D1X	330ci. Max	3350 lbs.
WHIPPLECHARGER: 3.0 VORTECH: YS, YSI Trim, V24-YSI Trim ATI PROCHARGER: F-1C, F-1A-91	330ci. Max	3450 lbs.
WHIPPLECHARGER: 3.8	330ci. Max	3800 lbs.

* IRS cars: Deduct 50 lbs.

* Turbocharged cars with cast inducer wheel: deduct 100 lbs.

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