



2014 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE 2014 RULEBOOK)

UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY

LAST UPDATE 12/11/2013

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SECTION 4A: SUPER PRO, PRO, SPORTSMAN, TIRES & WHEELS: 5. TIRES (Page 5) (12/11/2013)	
Racing slicks permitted. Minimum diameter of 13 inches on front tires of any dragster. See General Regulations 5:1	

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, ELECTRICAL: 8, DELAY BOX/DEVICE (Page 7) (12/11/2013)

Permitted in Advanced E.T. and Super Pro only. Pneumatic starting line enhancers are permitted in Advanced E.T. and Super Pro only. ~~Prior to use, all delay boxes/devices manufactured after Jan. 1, 2003, must be NHRA-accepted. A current list of NHRA-accepted delay boxes is available on NHRAracer.com. One delay box/device is permitted; it may be attached to the transbrake, shift timer, and/or throttle timer only. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel injection system, etc.) and the delay box/device. All wiring associated with the delay device, throttle-stop timer, ignition system, automatic shifter, tachometer, data recorder, and fuel injection system must be fully visible, labeled, and traceable.~~

~~The rpm-based automatic shifters that are incorporated into some delay boxes/devices may not be used for any purpose. The built-in tachometer that is incorporated into some delay boxes/devices may not be used for any purpose.~~

~~Except for the disabling of automatic shifter and built-in tachometer functions, delay devices and associated components (such as transbrakes, automatic shifters, throttle-stop timers, data recorders, tachometers, fuel injection system, etc.) must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Delay boxes/devices, throttle controllers, automatic shifters, etc. that provide on/off indications (based on time and/or rpm) may be located within the driver's view. Only those throttle-stop, automatic shifter, etc. operations actually being used may be indicated. The use of any other visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited. See General Regulations 8:2.~~

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, ELECTRICAL: 8, IGNITION (Page 7) (12/11/2013)

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or "high-side" rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a downtrack rpm controller, prohibited.

~~The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/device.~~ All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations ~~8:1, 8:3, 8:5.~~

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, ELECTRICAL: 8, - INSTRUMENTS (Page 7) (12/11/2013)

One tachometer allowed. ~~No wiring (other than the two step/launch-control wire that splices into the transbrake or line-loc control wire) shall be connected directly or indirectly between any part of the ignition system and the delay box/device.~~

Driveshaft sensor may be connected to either the tachometer OR the data recorder, but not both. Must be one single wire, with no splices, and easily traceable.

SECTION 4C: E.T. MOTORCYCLE, TIRES & WHEELS: 5, TIRES (Page 13) (12/11/2013)

Automotive tires permitted. [See General Regulations 5:1](#)

SECTION 5: NHRA PRO MOD DRAG RACING SERIES, ELECTRICAL: 8, IGNITION (Page 7) (12/11/2013)

Maximum one magneto or distributor; ~~m~~Maximum one spark plug per cylinder. Magneto systems are limited to a single 44-amp maximum output system. ~~The use of MSD 8973 unit is permitted on supercharged and turbocharged entries.~~ The use of MSD 7531 unit is permitted on nitrous-assisted entries only. Electronic starting line rpm limiters (two-steps) are permitted on all entries. See General Regulations 8:3.

SECTION 6A: TOP SPORTSMAN, ELECTRICAL: 8, DELAY BOX/DEVICE (Page 4) (12/11/2013)

Permitted. ~~Two-step accepted for starting-line use. Downtrack throttle stops, electronic ignition interrupters (stutter boxes), or use of pneumatics are prohibited.~~ Pneumatic starting line enhancers are permitted for all applications.

~~One delay box/device is permitted; it may be attached to the transbrake, and/or shift timer only. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. All wiring associated with the delay device, ignition system, automatic shifter, tachometer, data recorder, and fuel-injection system must be fully visible, labeled, and traceable. Delay devices and associated components (such as transbrakes, automatic shifters, data recorders, tachometers, fuel-injection system, etc.) must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Any ignition system tachometer function or any other rpm function is prohibited from interaction with the delay device on any car that uses a pneumatic starting line enhancer. See General Regulations 8.2.~~

SECTION 6A: TOP SPORTSMAN, ELECTRICAL: 8, IGNITION (Page 5) (12/11/2013)

Aftermarket electronic ignition boxes must be used unaltered from factory specifications. Timed ignition-interruption devices (stutter boxes) prohibited.

Starting-line and/or “high-side” rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a downtrack rpm controller, prohibited. ~~The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. For supercharged and turbocharged applications also see the Delay Box/Devices paragraph.~~ All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations 8:3.

SECTION 7: SUPER STREET, ELECTRICAL: 8, DELAYBOX/DEVICE (Page 5) (12/11/2013)

Permitted. ~~Prior to use, all delay boxes/devices manufactured after Jan. 1, 2003 must be NHRA accepted. A current list of NHRA accepted delay boxes is available on NHRA Racer.com. One delay box/device is permitted; it may be attached to the transbrake, shift timer, and/or throttle timer only. The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel-injection system, etc.) and the delay box/device. All wiring associated with the delay device, throttle-stop timer, ignition system, automatic shifter, tachometer, data recorder, and fuel-injection system must be fully visible, labeled, and traceable.~~

~~The rpm-based automatic shifters that are incorporated into some delay boxes/devices may not be used for any purpose. The built-in tachometer that is incorporated into some delay boxes/ devices may not be used for any purpose.~~

~~Delay devices and associated components (such as transbrakes, automatic shifters, throttle-stop timers, data recorders, tachometers, fuel-injection system, etc.) must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. Delay boxes/devices, throttle controllers, automatic shifters, etc. that provide on/off indications (based on time and/or rpm) may be located within the driver's view. Only those throttle-stop, automatic-shifter, etc. operations actually being used may be indicated. The use of any other visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited. See General Regulations 8:2.~~

SECTION 7: SUPER STREET, ELECTRICAL: 8, IGNITION (Page 6) (12/11/2013)

Timed ignition-interruption devices (stutter boxes) prohibited. Starting-line and/or “high-side” rev limiters permitted. Two-steps, rev limiters, or any other rpm-limiting devices, legal unto themselves but altered or installed so as to function as a downtrack rpm controller, prohibited.

~~The wire to the transbrake (or line-loc) may contain a splice that activates the two-step/launch-control device in the ignition system. No other wiring shall be connected directly or indirectly between any other part of the ignition system and the delay box/device.~~ All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations ~~8:1~~, 8:3, ~~8:4~~, ~~8:5~~, ~~8:8~~.

SECTION 10A: STOCK CARS, DRIVETRAIN: 2, TRANSMISSION, Automatic (Page 6) (12/11/2013)

Any model transmission, same make as car, with a maximum of three forward speeds (unless OEM equipped with more than three forward speeds). O.D. gear not required, reverse permitted. Transmission case must be OEM or aftermarket OEM replica from a standard, automotive application as found in the Official NHRA Stock Car Classification Guide. Aftermarket case must meet SFI Spec. 4.1 ~~and 30.1~~. NHRA-accepted adapter plates permitted. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Full shift pattern must include park and reverse. Any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Lockup converter permitted if OEM equipped with lockup converter and OEM transmission is used. Otherwise, lockup converters prohibited. Electronic rpm controls for the electric (internal or external to the transmission) shifting of automatic transmissions permitted in computer-controlled vehicles only. Otherwise, any gear change must occur as a result of an internal function of the transmission or from direct action by the driver. Pneumatic, hydraulic, electric, etc. controls and shifters in all noncomputer-controlled electronic-fuel-injected vehicles prohibited. Deepened stock or aftermarket transmission oil pans permitted. Drilling of transmission case or rear of engine block to adapt incompatible units prohibited. Functional neutral safety switch mandatory. Transmission brake prohibited. Tailshaft modifications for bushing replacement, or NHRA-accepted aftermarket tailshaft, permitted. See General Regulations 2:12, 2:14.

SECTION 10A: STOCK CARS, ELECTRICAL: 8, DELAY BOXES/DEVICES, Automatic (Page 10) (12/11/2013)

~~Two-step permitted. Two-step must be foot activated through brake pedal, clutch pedal, or pressure switch. Hand release prohibited.~~ Prohibited. See General Regulations 8:2, ~~8:8~~.

SECTION 10A: STOCK CARS, ELECTRICAL: 8, IGNITION, Automatic (Page 10) (12/11/2013)

Two-step permitted. Two-step must be foot activated through brake pedal, clutch pedal, or pressure switch. Hand release prohibited. All wiring associated with the ignition system must be fully visible, labeled, and traceable. See General Regulations 8:3.

SECTION 11A: SUPER STOCK, DESIGNATIONS (Page 1) (12/11/2013)

SS/AH, SS/AA, SS/BB, SS/A, SS/B, SS/C, SS/D, SS/E, SS/F, SS/G, SS/H, SS/I, SS/J, SS/K, SS/L, SS/M, SS/N, SS/O, and SS/P preceded by car number (manual transmission). SS/AAA, SS/BBA, SSA/A, SS/BA, SS/CA, SS/DA, SS/EA, SS/FA, SS/GA, SS/HA, SS/IA, SS/JA, SS/KA, SS/LA, SS/MA, SS/NA, SS/OA, and SS/PA preceded by car number (automatic transmission). Reserved for foreign and domestic factory-produced automobiles and sports cars. Classified per NHRA performance rating as listed in the Official NHRA Stock Car Classification Guide. Only those cars listed in the guide are eligible. All cars must be factory production assembled, showroom available, and in the hands of the general public. Minimum of 50 factory-assembled units of an already accepted Stock model required.

SECTION 11A: SUPER STOCK, CLASS WEIGHT BREAKS (Page 1) (12/11/2013)

(based on pounds per NHRA-factored horsepower)

AH:6.00	E: 8.00 to 8.49	K: 12.00 to 12.99
AA: 5.50 to 5.99 <u>5.00 to 5.49</u>	F: 8.50 to 8.99	L: 13.00 to 13.99
<u>BB: 5.50 to 5.99</u>	G: 9.00 to 9.49	M: 14.00 to 14.99
A: 6.00 to 6.49	H: 9.50 to 9.99	N: 15.00 to 15.99
B: 6.50 to 6.99	I: 10.00 to 10.99	O: 16.00 to 16.99
C: 7.00 to 7.49	J:11.00 to 11.99	P: 17.00 or more
D: 7.50 to 7.99		

Class SS/AH restricted to 1968 Plymouth Barracuda and 1968 Dodge Dart with Hemi engine (automatic and/or manual). These vehicles restricted to this class only.

Any competitor who causes an oildown while participating at an NHRA Mello Yello event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

SECTION 11A: SUPER STOCK, ENGINE: 1, CYLINDER HEADS (Page 2) (12/11/2013)

Must be correct casting number for year and horsepower claimed, per NHRA Technical Bulletins or NHRA-accepted. Cylinder-head casting must also be on NHRA runner volume list as published on NHRARacer.com. Porting, polishing, welding, epoxying, and acid-porting permitted. Grinding and polishing in combustion chamber permitted. Welding and/or applying epoxy in combustion chamber prohibited. Spark-plug hole must maintain the stock location, size, and angle as machined by the OEM; spark-plug adapters prohibited. Valve-guide centerlines must maintain the stock lateral and front-to-back location as machined by the OEM. Valves must maintain stock angle; valve-stem angle must remain stock, +/- 1 degree. Cylinder head must be able to hold combustion chamber, intake and exhaust runner volumes per NHRA Specifications. Any

aftermarket steel valve permitted; must maintain stock head and stem size; titanium valves prohibited. (OEM sodium-filled valve may be replaced with titanium, provided weight is equal to or greater than original.) Valve diameter permitted to be +.005-inch or -.015-inch from published NHRA Technical Bulletins. External modifications prohibited, intake side of head may not be cut into any part of valve-cover bolt holes (except for SS/AH). Valve-cover bolt holes must remain unaltered and in their original location. Welding or epoxying permitted on external portion of runners for repair only, maximum 2 runners per head. Heat riser passages may be blocked off from intake-manifold side of cylinder head or in exhaust port. The following are permitted: [cylinder head studs](#), polylocks, jam nuts, screw-in or pinned studs. Any valve job accepted. Exhaust plate permitted between header and cylinder head, maximum 1/2-inch; may not protrude into exhaust port. Cylinder head may have all seats replaced.

SECTION 11A: SUPER STOCK, ELECTRICAL: 8, DELAY BOXES/DEVICES (Page 9) (12/11/2013)

Prohibited. See General Regulations 8:2, ~~8.8~~.

SECTION 12: COMP, ELECTRICAL: 8, DELAY BOXES/DEVICES (Page 4) (12/11/2013)

Prohibited. See General Regulations 8:2, ~~8.8~~.

SECTION 12C: NOSTALGIA DRAGSTER, ~~INTERIOR: 6, UPHOLSTERY~~ (Page 15) (12/11/2013)

~~For supercharged or turbocharged open-bodied cars (gasoline or methanol burning), a flame-retardant material covered seat is mandatory.~~

SECTION 13: TOP ALCOHOL DRAGSTER, CLASS WEIGHT BREAKS (Page 1) (12/11/2013)

Non-supercharged single engine, nitromethane: 5.00 or more pounds per cubic inch weight break; minimum displacement 410 cubic inches; maximum displacement 456 cubic inches; 2,125 pounds minimum weight. 100 percent nitromethane permitted at events contested at Bandimere Speedway in Denver. Maximum nitromethane content ~~94~~ [95](#) percent at all other events. All fuels other than nitromethane and methanol prohibited.

Supercharged, single engine, with Roots-type supercharger, methanol: maximum displacement 528 cubic inches; minimum weight 1,975 pounds.

Supercharged, single engine, with screw-type supercharger, methanol: maximum displacement 466 cubic inches; minimum weight 2,050 pounds. Competitors may continue to use larger engines by adding 5 pounds for each additional cubic inch to the stated minimum weight.

Any competitor who causes an oildown while participating at an NHRA Mello Yello event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

SECTION 13: TOP ALCOHOL DRAGSTER, ENGINE: 1, FUEL SYSTEM (Page 2) (12/11/2013)

Fuel lines must be isolated from driver compartment by a subfloor or housing where engine is located in rear and fuel tank is in front of driver. Pressurized fuel tanks prohibited. Fuel tanks must be mounted above bottom framerail. Fuel cells permitted. Maximum two fuel pumps. The use of propylene oxide and/or nitrous oxide is prohibited. Insulated fuel lines and fuel tanks prohibited. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 50 degrees F. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified. Outside of the pit area, insulated fuel lines and tanks prohibited with the exception of a temporary one-piece flexible blanket-type material, maximum 1 inch thick, that wraps one time around the outside of the body panels in the vicinity of the fuel tank. The wrap must be quick release and require no additional work on the body or any tools to remove and be no more than 12 inches longer than the fuel tank. Any temporary insulation must be removed prior to and without delaying the starting of the engine. Fuel gauge lines in the driver's compartment must be steel or steel braided with steel fittings. Flexible gauge lines in the driver's compartment must be hydrostatically pressure tested at 750 psi for 30 seconds and labeled. Label must be impervious to fuel and brake cleaner. See General Regulations 1:5 and 1:6. [Note: non-supercharged single engine, nitromethane dragsters must follow all of the rules in the Fuel System Section with the following exceptions: 1. Minimum temperature of fuel in the staging lanes to the completion of the run and subsequent NHRA fuel check is 40 degrees F. A failure to pass the minimum fuel-temperature check in the staging lanes prior to a run will result in the forfeiture of that run, and the racer must return to the racer's pit. A failure to pass the minimum fuel-temperature check after a run will cause that run to be disqualified. 2. Insulation is permitted on the main fuel line only from the fuel tank to the fuel pump.](#)

SECTION 13: TOP ALCOHOL DRAGSTER, DRIVETRAIN: 2, TRANSMISSION (Page 5) (12/11/2013)

Transmission prohibited in non-supercharged, nitromethane-burning class. OEM or OEM-modified transmissions prohibited in all classes. Aftermarket planetary transmission permitted in supercharged classes, limited to two units (three speeds). ~~Converter-equipped cars may deduct 50 pounds from minimum weight.~~ Lockup converters prohibited. Overdrive transmission prohibited. Final drive ratio must be 1:1. Clutch hold-down device recommended on all cars. Reverser mandatory. Automated shifters and/or timer-type shifting devices prohibited; each individual shift must be a function of the driver. Air shifter bottles must be

stamped as meeting DOT-1800 pound rating and permanently mounted (hose clamps or tie wraps prohibited).

For the supercharged-methanol combinations only, the use of a transmission consisting of an aftermarket torque converter and an aftermarket planetary transmission (three-speed maximum) with an electric-only transbrake is permitted. The unit must be NHRA-accepted. Contact NHRA Technical Services for accepted list. The use of a delay box/device is prohibited. An aftermarket SFI 29.1 flexplate (with no starter ring gear) or a solid-steel converter driveplate, an SFI 6.1, 6.2, or 6.3 flywheel shield, and an aftermarket SFI 4.1 one-piece transmission shield (covering the transmission units and the reverser) are required.

SECTION 14: TOP ALCOHOL FUNNY CAR, DRIVETRAIN: 2, TRANSMISSION (Page 5) (12/11/2013)

Transmission limited to two units (three forward speeds). ~~Converter-equipped cars may deduct 50 pounds from minimum weight.~~ Lockup converters prohibited.

SECTION 15: PRO STOCK MOTORCYCLE, DESIGNATION, (Page 1) (12/11/2013)

PRO, preceded by motorcycle number.

Reserved for 1998 or later production stock-appearing, gas-burning, naturally aspirated motorcycles. Minimum weight at conclusion of run, including rider:

Harley-Davidson (must be NHRA-accepted)
(up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 pounds

American pushrod V-Twin (must be NHRA-accepted)
(up to 160 cid; 60-degree angle, 2-valve, pushrod) - 625 pounds

Kawasaki (must be NHRA-accepted)
(up to 107 cid, 2- or 4-valve) - 575 pounds

Suzuki (must be NHRA-accepted)
(up to 107 cid, 2-valve) - ~~595~~ 590 pounds

Suzuki (must be NHRA-accepted)
(up to 113 cid, 2- valve) – 600 pounds

NHRA reserves the right to adjust weights as performance dictates.

Once an engine is used in a motorcycle at an event, that engine cannot be used in another motorcycle for the duration of the event. Engine shall consist of engine cases, crankshaft, block, and cylinder heads. Cases and heads will be serialized or

otherwise identified at each event.

Serial number or identification mark on cases must be visible with body removed.

Any competitor who causes an oildown while participating at an NHRA Mello Yello event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

SECTION 15: PRO STOCK MOTORCYCLE, ELECTRICAL: 8, IGNITION, (Page 5) (12/11/2013)

~~The use of ignition systems and/or components is limited to those that have been NHRA-accepted for competition. For an up-to-date list of accepted manufacturers and products, contact the NHRA Technical Services department. Any ignition system and/or components other than those specified must be NHRA-accepted prior to usage.~~ All ignition systems and/or components must be NHRA-accepted. A current list of NHRA-accepted ignition systems is available on NHRARacer.com. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. See General Regulations 8:3.

External belt-drive magneto ignitions prohibited. Must be equipped with a positive ignition cutoff switch attached to the rider with a lanyard. Switch must be on low-voltage side of ignition circuit.

SECTION 16: PRO STOCK, ELECTRICAL: 8, IGNITION, (Page 10) (12/11/2013)

The MSD 7530T, 7720, and 7730 ignition systems ~~is~~ are the only accepted units for NHRA competition. All other ignition systems are prohibited. All MSD 7530T ignition systems must have the three retard wires (pink, tan, and violet) and the points input wire (white) clearly disconnected to disarm the wires from any connection or perceived connection to any other part of the vehicle. Any ignition system and/or components other than those specified must be NHRA-accepted prior to usage. Any other attachment prohibited. Ignition systems and/or components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. The Timed Safety Rev Limit function of the ignition must be set to 8 seconds and 4,000 rpm. See General Regulations 8:3.

SECTION 17: FUNNY CAR, DRIVER: 10, PROTECTIVE CLOTHING (Page 14) (12/11/2013)

Driver's suit meeting SFI Spec 3.2A/20, SFI Spec 3.3/20 gloves, SFI Spec 3.3/20 boots, SFI Spec 3.3 head sock, and SFI Spec 3.3/10 helmet skirt mandatory. All jacket/pants or suits meeting SFI Spec 3.2A/20 must be recertified on a five-year

interval. A ~~minimum 2.5-pound~~ 3000 PSI, 120 cubic inches minimum capacity fresh air breathing system mandatory. System must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure. See General Regulations 10:10.

**SECTION 18: TOP FUEL DRAGSTER, ENGINE: 1, OIL LINES (Page 4)
(12/11/2013)**

Rear main oil feed line, if used, must be stainless steel hardline. All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must use a factory-crimped connection and be pressure-tested and labeled. All testing must be hydrostatic for minimum 30 seconds at 750psi. Label must indicate date, PSI, and tester I.D. Labeling must be impervious to nitromethane and brake clean. Otherwise hard line mandatory. When the oil filter and/or dry-sump tank is mounted separate from the engine, oil lines must have a minimum 1-inch free travel.

**SECTION 18: TOP FUEL DRAGSTER, BODY: 7, CANOPY (Page 8)
(12/11/2013)**

Aerodine Top Fuel canopy (consisting of ACG12A132 Top Fuel Canopy Composite Assembly and ACG12A133 Top Fuel Canopy Mechanical/Mounting Kit) permitted. Canopy must be installed per manufacturer's instructions.

Any car with a canopy must have a ~~minimum 2.5-pound~~ 3000 PSI, 120 cubic inches minimum capacity fresh air breathing system. Fresh air system must be manufactured and installed by the original helmet manufacturer or with written authorization of the original helmet manufacturer. Helmet must meet applicable SFI and/or Snell specs with fresh air system installed. Compressed air only. Air must be supplied by constant pressure (see General Regulations 9:8)

**SECTION 20: GENERAL REGULATIONS, FRAME: 4, 4:10 ROLL BAR (Page 20)
(12/11/2013)**

All roll bars must be within 6 inches of the rear, or side, of the driver's head, extend in height at least 3 inches above the driver's helmet with driver in normal driving position or be within 1 inch of the roof/headliner in the area above the driver's helmet, and be at least as wide as the driver's shoulders or within 1 inch of the driver's door. Roll bar must be adequately supported or crossbraced to prevent forward or lateral collapse. Rear braces must be of the same diameter and wall thickness as the roll bar and intersect with the roll bar at a point not more than 5 inches from the top of the roll bar. Crossbar and rear braces must be welded to main hoop. Sidebar must be included on driver's side and must pass the driver at a point midway between the shoulder and elbow. Swing-out sidebar permitted. All roll bars must have in their construction a cross bar for seat bracing and as the shoulder harness attachment point; cross bar must be installed no

more than 4 inches below, and not above, the driver's shoulders or to side bar. All vehicles with OEM frame must have roll bar welded or bolted to frame; installation of frame connectors on unibody cars does not constitute a frame; therefore it is not necessary to have the roll bar attached to the frame. Unibody cars with stock floor and firewall (wheeltubs permitted) may attach roll bar with 6-inch x 6-inch x .125-inch steel plates on top and bottom of floor bolted together with at least four 3/8-inch bolts and nuts, or weld main hoop to rocker sill area with .125-inch reinforcing plates, with plates welded completely. [Also the roll bar may be welded to frame connectors that are fully welded in place and are 1 5/8-inch x .118-inch MS or .083-inch CM round and/or 2-inch x 2 inch x .058 MS or CM rectangular.](#) All 4130 chromoly tube welding must be done by approved TIG heliarc process; mild steel welding must be done by approved MIG wire feed or approved TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited.

See illustration. Roll bar must be padded anywhere driver's helmet may contact it while in driving position. Adequate padding must have minimum 1/4-inch compression or meet SFI Spec 45.1. All cars running 9.99 (*6.39) or quicker, SFI Spec 45.1 mandatory.

SECTION 20: GENERAL REGULATIONS, BODY: 7, 7:1 AIR FOILS, WINGS (Page 31) (12/11/2013)

Air foils, canards, wings, and spoilers other than original factory equipment are permitted only in open-bodied class cars (e.g., Dragster, Street Roadster, or open-wheel Altered) or as noted in Class Requirements. A positive locking device to prevent movement mandatory. No part to be within 6 inches of rear tires. Spring-loaded spoilers, wings, or canards prohibited. Adjustment of air foils, wings, or spoilers during run prohibited. NOTE: A spoiler is mounted directly to the deck lid of the vehicle such that air passes only on the top side of the device. An air foil or wing is mounted on stands, struts, or pedestals such that air passes over the top and underneath the device. Minimum fastener size on all front wings, canards, etc. is 1/4-inch. Ball-lock pins prohibited. [For all open wheel/body cars where rear wings are permitted the wing may be fully mounted to the roll cage or frame structure only via plates and/or short brackets; maximum 6-inches center-to-center between the upper \(wing tab\) and lower \(roll cage tab\) bolts. Tube type or extended wing stands are prohibited when mounting wings to any components of the driver's compartment of any SFI specification roll cage.](#)

SECTION 20: GENERAL REGULATIONS, ELECTRICAL: 8, 8:2 DELAY BOXES/DEVICES (Page 34) (12/11/2013)

Prohibited in Top Fuel, Funny Car, Pro Stock, Pro Stock Motorcycle, Top Alcohol Dragster, Top Alcohol Funny Car, Pro Mod, Comp, Super Stock, and Stock; permitted in all other categories (E.T. rules may vary by division; contact division office). A delay box or delay device is defined as any device (~~electric~~, electronic,

pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between the release of transbrake line-loc, or two-step button, or release of foot or hand brake, or release of clutch pedal/lever, or release of any other device and the resultant action of the vehicle, or as otherwise determined by NHRA.

In categories that prohibit delay devices: Changeable vehicle components, legal unto themselves (solenoids, throttle-linkage components, hoses, springs, etc.), even though the removal and replacement of that component may affect the reaction time of the vehicle in relation to the driver action, is not considered a delay device. ~~Wiring may consist of a single (i.e., "one" or "1") continuous wire from a power source to a switch (or button), and a single continuous wire from the switch to the transbrake or line-loc solenoid. One splice (no quick-disconnect) is permitted from the two-step to the solenoid (i.e., between the switch and the solenoid).~~ All switches, buttons, wiring, solenoids, etc. must be for normal automotive use; i.e., not intended to create a delay (adjustable or non-adjustable) between release of the button and the resultant action of the solenoid. ~~All line-loc/transbrake wiring before and after the switch must be separate from any other wiring and fully visible. Computer wiring, sensors, relays, and the like may not be wired to the solenoid wiring. Two-steps or other rev limiters that are adjustable by thumbwheel, replaceable chips, and the like may not be within the driver's reach and will preferably be located outside the driver compartment.~~

~~Any system that does not fit the above description is prohibited and must be corrected before the vehicle will be passed through pre-event technical inspection. Further, d~~Discovery of a delay device, adjustable or non-adjustable, at any time following pre-event technical inspection will be grounds for immediate disqualification from the event, loss of all NHRA Mello Yello Drag Racing Series points for the season, and suspension from all NHRA Championship Drag Racing events for remainder of season. Additional penalties may be imposed at the discretion of NHRA.

Additional requirements for handicap start categories that prohibit delay devices: Wiring may consist of a single (i.e., "one" or "1") continuous wire from a power source to a switch (or button), and a single continuous wire from the switch to the transbrake or line-loc solenoid. One splice (no quick-disconnect) is permitted from the two-step to the solenoid (i.e., between the switch and the solenoid). All line-loc/transbrake wiring before and after the switch must be separate from any other wiring and fully visible. Computer wiring, sensors, relays, and the like may not be wired to the solenoid wiring.

In categories that permit a delay device: ~~Delay device may display only delay amount dialed in; analog or digital display permitted. See Class Requirements for number of boxes/devices permitted. Delay device may serve only to create a preset delay between release of transbrake, line-loc, etc. button and resultant action of vehicle. Delay device may be connected only to systems; i.e., transbrake and/or line-loc, and/or clutch, dependent on vehicle, shift timer and throttle stop. Delay device connected to data recorders or any other equipment prohibited. No other wiring shall be connected directly or indirectly between any other part of the ignition system or any other devices (such as data recorders, tachometers, suspension components, fuel injection system, etc.) and the delay box/device. The rpm-based automatic shifters that are incorporated into some delay boxes/devices may not be used for any purpose. The built-in tachometer that is incorporated into some delay boxes/devices may not be used for any purposes.~~

Prior to use, all delay boxes/devices manufactured after Jan. 1, 2003, must be NHRA-accepted. [A current list of NHRA-accepted delay boxes is available on NHRARacer.com. See Class Requirements for number of boxes/devices permitted. Delay device may serve only to create a preset delay between release of transbrake, line-loc, etc. button and resultant action of vehicle.](#) ~~Any delay device other than those specified above, must be NHRA-accepted prior to usage.~~

All wiring associated with the delay device, throttle stop, ignition system, automatic shifter, and electronic fuel injection must be fully visible, labeled, and traceable. Delay devices and components must be utilized in an unaltered manner consistent with the manufacturer's installation and instruction books unless otherwise approved. The use of any visual, audible, etc. indications that are transmitted to the driver in any form that provide on-track data are prohibited.

~~Any system that does not fit the above description is prohibited and must be corrected before the vehicle will be passed through prevent technical inspection. Further, d~~Discovery of a prohibited device at any time following pre-event technical inspection will be grounds for immediate disqualification from the event, loss of all NHRA Mello Yello Drag Racing Series points for the season, and suspension from all NHRA Championship Drag Racing events for remainder of season. Additional penalties may be imposed at the discretion of NHRA ~~(see 9:1 COMPUTER, 9:2 DATA RECORDERS).~~

SECTION 20: GENERAL REGULATIONS, ELECTRICAL: 8, 8:3 IGNITION (Page 35) (12/11/2013)

Each car in competition must have a positive-action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver. “Momentary contact” switch prohibited. Magneto “kill button”-type switches are prohibited.

All ignition systems and/or components wiring harnesses and attachments must utilize those supplied by the ignition system manufacturer. The wiring harness must be used in an unaltered manner consistent with the manufacturer’s installation and instruction books. All wiring associated with the ignition system must be fully visible, labeled, and traceable.

All removable or pin-type timing devices are prohibited. Two-steps or other rev limiters that are adjustable by thumbwheel, replaceable chips, and the like may not be within the driver’s reach and will preferably be located outside the driver compartment.

The use of any programmable multi-point rev limiter and/or a rate-of-acceleration rpm limiter, either by themselves (e.g., MSD 7561, [MSD 7761](#)) or integrated into the ignition system (e.g., MSD 7531), ~~are~~**is** prohibited in NHRA competition.

SECTION 20: GENERAL REGULATIONS, ELECTRICAL: 8, 8:7 SWITCHES AND BUTTONS (Page 36) (12/11/2013)

Transbrake and/or line-loc switches must be NHRA-accepted for use in [Comp, Super Stock, and Stock](#)~~all classes that prohibit delay devices~~. A current list of NHRA-accepted transbrake buttons is available on NHRARacer.com. All switches and/or buttons must be standard, mechanical connection type. Infrared, laser, ~~retinal scan, fingerprint,~~ light source, or any other non-mechanical type switch and/or button prohibited in all NHRA classes.

SECTION 20: GENERAL REGULATIONS, DRIVER: 10, 10:10 PROTECTIVE CLOTHING (Page 44) (12/11/2013)

“Protective Clothing” includes suit (one-piece suit or jacket and pants); head sock; gloves; and boots or shoes.

Driver must meet all Protective Clothing requirements stated under Class Requirements for vehicle being driven.

SEE CLASS REQUIREMENTS.

Protective Clothing requirements stated are minimum requirements; drivers are free to upgrade Protective Clothing. Each item of Protective Clothing must meet applicable specifications. Each item must be properly labeled and in good condition. All jackets/pants or suits for SFI Spec 3.2A/15 or 3.2A/20 must be recertified on a five-year interval.

All gloves must have a full layer of flame-retardant material inside the glove. Leather palm gloves without a full layer of flame-retardant material separating leather from driver's hand prohibited.

An SFI 3.3 head sock or SFI 3.3 skirted helmet is required ~~on all open-bodied cars or all cars 7.49 and quicker,~~ where a neck collar is required but has been substituted with a head and neck restraint device. See Class Requirements.

If no specific Protective Clothing requirements are stated for a particular class, then the minimum requirements are as follows: full-length pants; short- or long-sleeved shirt; closed shoes; and socks. No shorts. No bare legs. No bare torsos. No tank tops. No open-toe or open-heel shoes or sandals. Synthetic clothing not recommended. For unaltered full-bodied OEM vehicles with an unaltered fuel system using ethanol or methanol and unleaded gasoline fuel blends such as E-85 or gasohol the Protective Clothing requirements are the same as those for gasoline. See Class Requirements.

For any vehicle other than an unaltered full-bodied OEM vehicle with an unaltered fuel system using ethanol or methanol fuel blends in excess of 15% by volume such as E-85, requires the same protective clothing as is required for 100% alcohol and/or methanol fueled cars. For ethanol or methanol fuel blends of 15% or less the Protective Clothing requirements are the same as those for gasoline. See Class Requirements.