



2018 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE 2018 RULEBOOK)

(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY)

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All section and page numbers refer to those found in the latest version of the online 2018 NHRA Rulebook.

Rulebook.Additions are Blue underline

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SECTION 3: POINTS AND RELATED PROGRAMS, SPECIALTY SERIES – GENERAL, MANUFACTURERS CUP (Page 7) (12/4/2017)

The annual NHRA Manufacturers Cup is awarded to the automobile manufacturer whose current-year cars competing in Funny Car, Pro Stock, Super Stock, Factory Stock Showdown and Stock score the most points for qualifying and for winning. Points are earned at NHRA national and divisional events as follows: 60 points for an eliminator win, 40 points for a runner-up, and 20 points for qualifying.

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, ELECTRICAL: 8 DELAY BOX/DEVICE (Page 7) (12/4/2017)

Permitted in Advanced E.T. and Super Pro only. ~~Pneumatic starting-line enhancers are permitted in Advanced E.T. and Super Pro only. Any other type of (mechanical, electric, or other) starting line aid prohibited in all ET classes.~~ See General Regulations 8:2.

SECTION 4A: SUPER PRO, PRO, SPORTSMAN, ELECTRICAL: 8 STARTING LINE CONTROLLERS (Add new section after MASTER CUTOFF) (Page 7) (12/4/2017)

Only pneumatic starting line controllers permitted in Advance E.T. and Super Pro only. Only mechanical starting line controllers permitted in Pro and Sportsman only. Use of mechanical device must be completely in driver's control. Release of mechanical device must be spring activated only (released on full throttle activation). All other forms of starting line controllers prohibited in all E.T. classes.

SECTION 5: MICKEY THOMPSON TIRE NHRA TOP FUEL HARLEY DRAG RCING SERIES, SUPPORT GROUP:9 SHUTOFF DEVICE (Page 7) (1/16/2017)

Electrimotion Pro Stock Shutoff Controller Kit (RF001PS) ~~mandatory~~ permitted. ~~The Electrimotion Pro Stock Shutoff Controller Kit must be properly installed per the manufacturer's instructions. Modification or tampering with the Electrimotion Pro Stock Shutoff Controller Kit prohibited.~~

SECTION 16: PRO STOCK MOTORCYCLE, ENGINE:1, INDUCTION (Page 2) (12/4/2017)

Electronic fuel injection permitted. All electronic-fuel-injection systems must be NHRA-accepted. Only one fuel injector allowed per each cylinder. All inputs/outputs, sensors, transducers, and wiring related to the fuel-injection system and ignition system must be NHRA-accepted and used in an unaltered manner. Contact the NHRA Technical Department for an approved list of sensors, inputs/outputs, and wiring. A current list of NHRA-accepted electronic-fuel-injection systems and additional system clarification is available on NHRARacer.com. See General Regulations 9:1.

SECTION 17: PRO STOCK, DESIGNATION (Page 1) (12/4/2017)

PRO, preceded by car number.

Reserved for 2009 or later NHRA-accepted 2-door or 4-door coupe or sedan (domestic or foreign) production vehicles. Any currently approved engine combination may be used in any currently approved body, regardless of the manufacturer. Body, drivetrain, chassis, etc. may not be altered, modified, or relocated, except as outlined in Requirements & Specifications. Minimum weight at conclusion of run: 2,350 pounds, including driver. Minimum weight on the rear axle at conclusion of run: 1,100 pounds, including driver.

Once an engine is used in a vehicle at an event, that engine cannot be used in another vehicle for the duration of the event. Engine shall consist short block and heads, and will be serialized or otherwise identified at each event.

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 17: PRO STOCK, ENGINE:1, CYLINDER HEADS (Page 2) (12/4/2017)

Hemi, canted-valve or wedge cast heads permitted. ~~Must be same corporate make as body used.~~ Billet heads prohibited. Aftermarket heads permitted if designed and cast with OEM approval, and currently accepted by NHRA. ~~NHRA may designate specific acceptable OEM and/or aftermarket cylinder heads for specific makes of cars.~~ Accepted cylinder heads: Only the (Hemi cylinder head, part/casting number P4876833, P5155936 or part/casting number P5153447), is accepted for use in Dodge Pro Stock vehicle. Only the (DRCE cylinder head, part/casting number 22530959, DRCE II cylinder head, part/casting number 24502585, or the DRCE III cylinder head, part/casting number 25534404 or the DRCE IV cylinder head, part/casting number 25534404) are accepted for use on GM Pro Stock vehicles. Only the (Ford cylinder head, part/casting number M-6049-E460, or part/casting number M-6010-JC50, or part/casting number M-6010-JC51) is accepted for use in Ford Pro Stock vehicles. All heads designed and cast after 2/1/1991 must include OEM part/casting number plus OEM logo identification, and must be NHRA-accepted. Any valve configuration or valve size permitted. Stock valve cover mounting surface and head height (thickness) at highest valve cover surface mandatory. Ports may be raised. Port plates permitted, may be higher than head, no wider than 1 1/2 inches, may not be recessed into head more than plate width. Plates permitted on intake or exhaust side, not both. Maximum two valves per cylinder; maximum one spark plug per cylinder.

SECTION 17: PRO STOCK, ENGINE:1, ENGINE (Page 2) (12/4/2017)

Internal-combustion, reciprocating, naturally aspirated, single camshaft, 90-degree V-8 (i.e., cylinder bank must be at a 45-degree angle from the

camshaft/crankshaft centerline, creating a combined 90-degree angle) automotive-type engine. For a more detailed description, contact the NHRA Technical Services department. Maximum 500 cid. Aftermarket blocks permitted if designed and cast with OEM approval, and currently accepted by NHRA. NHRA may designate specific acceptable OEM and/or aftermarket blocks for specific makes of cars. **Accepted blocks: Only the** (Hemi block, part/casting number P4876887 or part/casting number P5153454), **is accepted for use in Dodge Pro Stock vehicle. Only the** (DRCE block, part/casting number 24502572, or the DRCE III block, part/casting number 25534402), **are accepted for use on GM Pro Stock vehicles. Only the** (Ford block, part/casting number M-6010-A500, or part/casting number M-601-JC50, or part/casting number M-601-JC51) **is accepted for use in Ford Pro Stock vehicles.** Maximum cylinder bore spacing 4.900 inches. Maximum one distributor. See General Regulations 1:2.

All dry sump oil systems must be equipped with an overflow tank. The minimum size of tank is 8 inches long, 3 1/2 inches in diameter with a 1-inch vent in the top. Inlet minimum size is #10 fitting. Tank must also have a baffle installed so as to direct incoming oil to bottom of tank. Minimum size for drain in bottom of tank is 1/4-inch.

All large components (valve covers, intake manifolds, headers, heads, blocks, etc.) and all moving engine components are restricted to aluminum, steel, iron, titanium, magnesium, or other conventional alloys; carbon fiber, Kevlar, ceramics, composites, beryllium, or other exotic materials prohibited.

Minimum weight requirements for the following engine components: Piston - 460 grams; Wrist pin - 135 grams; Connecting rod - 480 grams; Intake valve - 90 grams; Exhaust valve - 80 grams.

Material for intake and exhaust pushrod and valve spring is limited to steel. All other materials prohibited. Roller bearings limited to cam bearings, cam thrust bearings, lifters, and rocker arm fulcrum and valve spring tip. Conventional sleeve rod and main bearing mandatory.

Semi-permanent manifold covers permitted. Manifold covers must remain firmly attached to the manifold during the run, but must be easily removable for technical inspection. All new manifold covers must be reviewed and accepted by the NHRA Technical Department.

SECTION 19: TOP FUEL DRAGSTER, BODY:7, WINGS AND SUPPORTS (Page 11) (4th Paragraph) (1/16/2018)

All Top Fuel rear wing main elements **must be positioned with limited to a maximum** positive 2-degree angle **and a minimum negative 2-degree angle maximum (no minimum)** relative to the racing surface. **The only** exception **is** in

Denver ~~only~~, where there is no maximum. Rear wing must remain unaltered from manufacturer's specs.