



2025 NHRA RULE AMENDMENTS

(THESE RULE AMENDMENTS COVER RULE CHANGES MADE TO THE INITIAL RELEASE OF THE 2025 RULEBOOK)

(UNLESS OTHERWISE NOTED, RULE CHANGES BECOME EFFECTIVE IMMEDIATELY)

INITIAL RELEASE: 12/19/2024

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Note:

Rulebook Additions are [Blue underline](#)

Deletions are ~~Red-strikethrough~~

Yellow highlights indicate the most recent updates that have not yet been incorporated into the electronic version of the rulebook. If a section has been updated, the date of the revision is indicated in the section title.

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SECTION 15: TOP ALCOHOL FUNNY CAR, CLASS WEIGHTS (Page 1)
(12/19/2024)

Supercharged with Roots-type supercharger, methanol: 2,200 pounds minimum weight. Maximum 565 cubic inches.

Supercharged with screw-type supercharger, methanol: 2,300 pounds minimum weight. Maximum 528 cubic inches.

Non-supercharged single engine, nitromethane: 5.35 pounds per cubic inch; minimum displacement 410 cubic inches; maximum displacement 456 cubic inches; 2,300 pounds minimum weight.

100% nitromethane permitted at events contested at 3,500 feet of altitude or more. Maximum nitromethane content 95% at all other events. All fuels other than nitromethane and methanol prohibited.

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

SECTION 16: PRO STOCK MOTORCYCLE, DESIGNATION (Page 1)
(12/19/2024)

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:

S and S (must be NHRA-accepted)

Gen 1 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – 625 pounds

Gen 2 (up to 160 cid; 60-degree angle, 2-valve, pushrod) – 640 pounds

Gen 1/ Gen 2 Hybrid (Gen 2 case or head) – 640 pounds

VTwin: VH160VT

(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, GS based, 2-valve) – 560 pounds

(up to 107 cid, GS based, 4-valve), Suzuki head only – 610 pounds

(up to 107 cid, GS or GSX based, 4-valve V&H head) – 640 pounds

(up to 107 cid, GS or GSX based, 4-valve Monster head) – 605 pounds

GSX based is limited to 107 cid. Maximum.

Suzuki (must be NHRA-accepted)
(up to 113 cid, 2-valve) –570 pounds
(up to 113 cid, 4-valve V&H head) –660 pounds
(up to 113 cid, 4-valve Monster head) – 625 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 Mission Foods event will be subject to fines and penalties as outlined in Section 2 - Oildown Penalties.

Electronic fuel injection permitted. EFI entries must have an NHRA- accepted ECU, software, and firmware. 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, firmware, and additional system clarification is available on NHRARacer.com.

SECTION 16: PRO STOCK MOTORCYCLE, ELECTRICAL: 8, IGNITION (Page 6) (12/19/2024)

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 nylon lanyard. Switch must be on low-voltage side of ignition circuit.

All Suzuki 4-valve applications are limited to a 14,200 rpm rev limiter.

SECTION 18: FUNNY CAR, FRAME: 4, ROLL-CAGE PADDING (Page 9) (12/19/2024)

Roll-cage padding meeting SFI Spec 45.2 mandatory. Beginning July 1, 2025: Padding must begin no higher than the bottom edge of the driver's helmet and extend completely around the roll cage, including both sides, rear, top, and front

of the roll cage. Padding must be installed in such a manner that the helmet can never contact any of the roll cage bars, including the front bars of the roll cage. The inside side surfaces of the padding must be flat and vertical to the ground and extend upward to the top padding contour. The maximum allowable clearance between the driver's helmet and the vertical side padding is 3/4" per side.

SFI 45.2 material must be a minimum of 2" thick on sides and back of helmet. A secondary layer of low-density (comfort) foam may be added to the outside of the SFI 45.2 padding. The maximum allowable thickness for this low-density foam is 3/4". Padding at the front of the roll cage may be angled or tapered as needed to facilitate driver ingress and egress. ~~anywhere driver's helmet may come in contact with roll cage components during tire shake or an accident.~~ Additional padding meeting SFI 45.2 is also required around the steering column to protect the driver's knees during an accident. ~~See Accepted Products/Roll Cage and Steering Column Padding on NHRARacer.com for an example of roll cage and steering column padding.~~ All roll-cage and steering column padding must be securely attached (no zip-ties) and be covered with flame-retardant material. Please see "Top Fuel and Funny Car Roll Cage Padding Example" on NHRARacer.com for more details.

SECTION 18: FUNNY CAR, INTERIOR: 6, SEAT (Page 10) (12/19/2024)

~~Seats must be foamed with energy-absorbing material and formed to the driver of the vehicle's body. The seat must contact the driver's entire back, buttocks and upper thighs and be accepted by NHRA officials. Minimum one-layer, flame-retardant material type mandatory as seat upholstery.~~ Driver seat bucket must be made of aluminum or steel. ~~Magnesium and carbon fiber driver seat buckets are prohibited.~~ The driver must be protected with a plate located behind the driver's back to block off the area between the shoulder hoop and minimally the top of the coupler/ pinion. The plate must not contain holes and be constructed of .125" Aluminum or .0625" steel or titanium. The plate may also be a multi-piece design, with no gaps between the pieces.

Seats must have an insert of energy-absorbing material formed and manufactured specifically to the driver of the vehicle's body. Seat insert must have an ID label/tag showing the driver name and vehicle serial number along with the date of manufacture. Insert must have at least 3/4" of foam on the seat bottom. The seat insert must conform to the driver's anatomy, be constructed to support in all directions, and be accepted by NHRA officials. This insert must fill as much of the cockpit under, behind, and to the side of the driver as possible. Minimum one-layer, flame-retardant material type mandatory as seat upholstery. Additional seat padding, such as pillows, boosters, or similar items, is prohibited.

SECTION 19: TOP FUEL DRAGSTER, FRAME: 4, ROLL-CAGE PADDING (Page 9) (12/19/2024)

Roll-cage padding meeting SFI Spec 45.2 mandatory. Beginning July 1, 2025: Padding must begin no higher than the bottom edge of the driver's helmet and extend completely around the roll cage, including both sides, rear, top, and front of the roll cage. Padding must be installed in such a manner that the helmet can never contact any of the roll cage bars, including the front bars of the roll cage. The inside side surfaces of the padding must be flat and vertical to the ground and extend upward to the top padding contour. The maximum allowable clearance between the driver's helmet and the vertical side padding is 3/4" per side.

SFI 45.2 material must be a minimum of 2" thick on sides and back of helmet. A secondary layer of low-density (comfort) foam may be added to the inside of the SFI 45.2 padding. The maximum allowable thickness for this low-density foam is 3/4". Padding at the front of the roll cage may be angled or tapered as needed to facilitate driver ingress and egress. ~~anywhere driver's helmet may come in contact with roll-cage components during tire shake or an accident. See Accepted Products/Roll-Cage and Steering Column Padding on NHRARacer.com for an example of roll-cage padding.~~ All roll-cage padding must be securely attached (no zip-ties) and be covered with flame-retardant material. Please see "Top Fuel and Funny Car Roll Cage Padding Example" on NHRARacer.com for more details.

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