



SUPER STOCK

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IHRA Super Stock Class Designations

Transmission Type	Class Designations
Manual Transmission	FSS/A – FSS/M, SS/AH, SS/A – SS/Q
Automatic Transmission	SS/AA – SS/QA

IHRA Class Weight Breaks

Super Stock (FSS) – Manual Transmission

Class	Weight (lbs/hp)	Class	Weight (lbs/hp)
FSS/A	5.00 – 5.49	FSS/H	8.50 – 8.99
FSS/B	5.50 – 5.99	FSS/I	9.00 – 9.49
FSS/C	6.00 – 6.49	FSS/J	9.50 – 9.99
FSS/D	6.50 – 6.99	FSS/K	10.00 – 10.99
FSS/E	7.00 – 7.49	FSS/L	11.00 – 11.99
FSS/F	7.50 – 7.99	FSS/M	12.00 or more
FSS/G	8.00 – 8.49		

Super Stock (Manual & Automatic)

Class	Weight (lbs/hp)	Class	Weight (lbs/hp)
SS/AH	6.00	H	9.50 – 9.99
A	6.00 – 6.49	I	10.00 – 10.99
B	6.50 – 6.99	J	11.00 – 11.99
C	7.00 – 7.49	K	12.00 – 12.99
D	7.50 – 7.99	L	13.00 – 13.99
E	8.00 – 8.49	M	14.00 – 14.99
F	8.50 – 8.99	N	15.00 – 15.99

SUPER STOCK

Class	Weight (lbs/hp)	Class	Weight (lbs/hp)
G	9.00 – 9.49	O	16.00 – 16.99
		P	17.00 – 17.99
		Q	18.00 or more

IHRA Class SS/AH is restricted to:

- Only 1968 Plymouth Barracuda and 1968 Dodge Dart with Hemi engines (automatic and/or manual transmissions).
- These vehicles are limited to this class only and cannot compete in other classes.

2008 and newer Chevrolet COPO, Dodge Drag Pak, and Ford Cobra Jet (both automatic and manual):

- Are restricted to compete in IHRA FSS/A through FSS/M classes only.

Air Cleaners

- Optional; must retain OEM configuration.
- No fabrication (welding, bolting, etc.) allowed.
- Ram tubes/velocity stacks/ducting not permitted.
- Factory scoops through hood must attach to carb per OEM.

Blueprinting

- Stock OEM components must be unaltered unless specified.

Camshaft

- Any camshaft and valvetrain allowed.

Connecting Rods

- Stock OEM or IHRA-accepted aftermarket rods allowed.
- Aftermarket rods may be 2% lighter but must match original length.
- Grinding/polishing only on beams; no lightening beyond beam polishing.

Cylinder Heads

- Must match casting number and horsepower per IHRA specs.
- Porting, polishing, and combustion chamber grinding allowed.
- No epoxy/welding in combustion chamber.
- Valve angles and positions must remain close to stock.
- Aftermarket steel valves allowed; titanium only if replacing OEM sodium-filled valves.
- Angle milling and intake/exhaust surface modifications allowed.
- Studs, polylocks, valve jobs, and exhaust plates (max ½") allowed.
- All seats may be replaced.

Engine

- Must be same year/make as body; IHRA-accepted aftermarket blocks allowed.
- No special equipment or dealer kits.
- Stock engine location required.
- Max .080" bore over stock; stroke tolerance +/- .015".
- No crossbreeding parts.
- Crank must be OEM or IHRA-accepted aftermarket with OEM configuration.
- No billet cranks unless originally equipped.
- SFI 18.1 harmonic balancer mandatory.
- Sleeving of blocks permitted.

Superseded/Replaced Parts

- Only cylinder heads, manifolds, crank, blocks, and transmissions may be superseded if listed by manufacturer and accepted by IHRA.

Exhaust System

- "Pan evac" allowed.
- Mufflers may be required depending on local ordinances.

Fan, Generator, Water Pump

- Generator/alternator may be removed.
- Electric fans/water pumps allowed.
- Water pump must bolt on; no smog pump for crankcase evacuation.

Fuel

- IHRA-accepted race gasoline only.
- No nitrous oxide or propylene oxide.

Fuel System

- Any mechanical and max two electric pumps allowed.
- Electric pumps must shut off with ignition.
- Metallic lines and inline filters/pressure regulators allowed.
- One cool can allowed.

Gaskets

- Any aftermarket gasket allowed.
- Thinner gaskets must be offset with deck clearance.
- Carb heat-insulator gaskets allowed.

Gas Tanks

- Stock-type tank in stock location.
- May be modified for suspension clearance.
- Trunk-mounted tanks must be isolated from driver.
- Only one tank or cell (3–16 gallons) allowed.

Intake Manifold

- Any type allowed if it fits under stock hood and matches carb layout.
- Cross ram orientation can be reversed.

Intercooler

- Tanks must stay in engine bay.

Oil Pan

- Can be modified for capacity.
- Aftermarket pans allowed.
- Dry-sump prohibited.
- Crossmembers altered for pans must be reinforced.

Oil Pump

- OEM or OEM aftermarket replacement permitted.
- Location and drive system must be stock.
- Accumulator and limited external plumbing allowed.
- Dry-sump systems prohibited except where allowed by blueprint.

Pistons

- Replacement pistons must retain design and not raise compression.
- Domed/dish pistons must meet IHRA volume specs.
- Valve reliefs and gas porting allowed.

Radiator

- Full-size, stock-appearance radiator required.
- Aluminum allowed; no cutting of body or grille panels.

DRIVETRAIN

Clutch/Flywheel

- Must meet SFI Spec 1.1 or 1.2 (2-disc max).
- Shield must meet SFI Spec 6.1; no mods for clutch adjustment.

Driveline

- Steel or aluminum driveshafts allowed; carbon fiber not.

Rear End

- Any OEM type permitted.
- No fully fabricated housings.
- May be narrowed; truck rears only if OEM-installed.
- Spools and aftermarket axles allowed.
- Quick-change and 2-speed rears not allowed.
- Some IRS vehicles require conventional differential swaps.
- 360° axle retention loops required.

Transmission – Automatic

- Any model from same make, max 3 forward speeds unless OEM had more.
- Must retain full shift pattern (park & reverse).
- SFI 4.1 and 30.1 specs apply to aftermarket cases/flexplates.
- Transbrake with IHRA-accepted buttons allowed.
- RPM-activated shifters allowed.
- Functional neutral safety switch mandatory.

Transmission – Manual

- Must match OEM gear count and include reverse.
- Only driver-initiated shifts allowed.
- Clutchless allowed.
- Floor-shift kits permitted.
- 3-speed OEM listings may use any 4-speed manual.

Transmission Shield – Automatic

- Shield (SFI 4.1) required for SS/AH-SS/MA, FSS/A-FSS/M, or cars quicker than 10.99.
- SFI 29.1 and 30.1 parts required for relevant cars.
- Aftermarket bellhousings must meet SFI 30.1 and be IHRA-accepted.

Brakes

- Must use stock four-wheel hydraulic or qualifying aftermarket disc brakes.
- Minimum piston area per wheel: 3.5 in².
- Minimum rotor size: 10.25" diameter × 5/16" thick.
- Dual-reservoir master cylinder required for modified systems (front/rear split).
- Dual calipers allowed on rear; only one hydraulic line permitted (no wires).
- Rear-wheel line-loc prohibited; front-wheel line-loc permitted (must be spring-loaded/self-returning).
- Carbon-fiber/titanium rotors prohibited.
- Parking brake optional.

Shocks

- No pneumatic or electric shocks unless OEM.
- Reservoirs permitted.
- Manually adjustable coil-overs allowed if originally equipped.

Steering

- Aftermarket OEM-style gearbox allowed.
- Rack & pinion allowed in SS/AH.

Front Suspension

- Must retain complete OEM front suspension for body used.
- Lift kits/travel limiters allowed; sway bar optional.

- Aftermarket tie rods with heim joints allowed.
- Modifications allowed for larger shock diameters.
- Electric shocks prohibited.

Rear Suspension

- Modifications allowed for tire clearance.
- Lateral and limited rotational movement of axle permitted.
- Rear leaf springs may be aftermarket fiberglass; need not match original length.
- Coilovers, 4-link, ladder bars permitted; shocks can be relocated.
- Minimum shock down travel: 1 inch.
- Trailing arms can be OEM-style aftermarket; 1" round tubing min.

Wheelie Bars

- Permitted, non-metallic wheels only.
- Cannot attach to bumper or braces.
- Max length: 48" or to rear bumper, whichever is longer.

Ballast

- Max 100 lbs removable ballast; two-box limit, 50 lbs each.
- Must be bolted to frame/crossmember with ½" bolts.
- Cannot attach to roll bar/cage.
- Additional ballast must be permanent and properly fastened.

Bumpers

- Complete OEM bumpers and braces required.
- Rear bumper cover can be notched for wheelie bar clearance only.

Frame

- Must use stock frame/subfloor.
- Subframes may be joined; limited material and placement specs apply.
- Crossmembers may be added.
- If frame penetrates floor, must be fully welded.

Ground Clearance

- Minimum:
 - 3" from front to 12" behind front axle centerline.
 - 2" for rest of car (excluding oil pan and headers).

Motor Mounts

- May use steel replacements or motor plates/mid mounts.
- Engine must remain in stock location.

Parachute

- Mandatory for cars running 150+ mph.

Roll Bar

- **Mandatory for:**
 - SS/J-SS/P and SS/JA-SS/PA classes.
 - Any car 11.49 or quicker.
- Roll cage required for cars 9.99 or quicker.

Roll Cage

- **Required for:**
 - SS/A-SS/I, SS/AH-SS/IA, and FSS/A-FSS/M.
 - Any car 9.99 or quicker.
 - Cars 8.49 or quicker must meet SFI 25.5.

Roll-Cage Padding

- **Mandatory for 9.99 or quicker.**
- **Must meet SFI 45.1 spec.**
- **Required anywhere helmet may contact cage.**

Weight

- **Cars must be at class minimum, may run in one class lighter/heavier.**
- **Weight includes 170 lbs for driver.**

Wheelbase

- **Must retain OEM wheelbase $\pm \frac{3}{4}$ "; max L/R difference: 1".**
- **Altering wheelbase/axle/wheel location is prohibited.**

Tires

- **Rear tires:**
 - **Max new width: 14.5".**
 - **Max used width: 15.5".**
 - **Max diameter: 33".**
- **Tires must remain within body; max 3" clearance between sidewall/body.**

Wheels

- **Aftermarket racing wheels allowed.**
- **Wire/motorcycle wheels prohibited.**
- **Min diameter: 14" (unless factory smaller).**
- **Front wheels must mount in OEM fashion.**

Steering Wheels

- **Removable steering wheels allowed if stock column appearance is maintained.**
- **Steering column must remain OEM length.**

Upholstery

- **Must include full factory-type interior (carpet/floor mats, door panels, headliner, front and rear seats).**
- **Interior gutting prohibited.**
- **Rear seat may be removed for roll bar/cage but area must be upholstered to factory specs.**

- Front seats may be full-size aftermarket or OEM; if aftermarket driver seat used, passenger seat must match in size and appearance.

Window Net

- Ribbon-type or SFI 27.1 mesh net mandatory in vehicles with roll cages.

Body Requirements

- Only customization allowed is paint.
- Convertibles must run with the top up.
- Vehicles like El Camino/Ranchero allowed only if fully compliant with class rules.
- Raising/lowering of vehicle ride height not allowed (forward rake is okay).
- Rocker panel bottom cannot exceed centerline height of rear axle.
- Solid body mounts allowed if same size; lightweight replacement materials not allowed.

Fender Splash Pans

- Must be retained; can be trimmed for 2" header clearance.
- No alterations to shock/spring towers.

Firewall

- No alterations or coverings permitted.
- Removed HVAC areas must be sealed with .024" steel or .032" aluminum.

Floor

- Removable sections for transmission/shifter allowed (max 6 sq ft, steel only).
- Rear frame rail area may use equivalent/heavier materials.
- All other floor areas must be stock and in original location.

Grille

- Must be OEM for the year/make/model; no covering permitted.

Hood

- Full OEM hood must be retained (latches, springs, hinges, etc.).
- No non-OEM scoops or openings.
- SS/AH exception: flat insert allowed over carbs (no diverters or airflow devices).

Street Equipment

- May remove: emissions equipment, wipers, heater/AC systems (dash controls must remain).
- Only one functional headlight and taillight required.

Rear Wheelwells

- Only internal modifications allowed.

- External fender flaring/spreading prohibited.
- Additions must match OEM material/thickness (no aluminum or carbon fiber).

Electrical Requirements

- Batteries: Up to 2 allowed in trunk (max 100 lbs with box)
- Delay boxes/devices prohibited
- Any battery-powered ignition allowed; distributorless must retain OEM coil count
- Dash, instruments, and controls must remain; tach/gauges optional
- Master cutoff required if battery in trunk
- Aftermarket starters permitted in OEM location

Support Equipment

- Only OEM or OEM replacement computers allowed.
- Tow vehicles prohibited

DRIVER REGULATIONS

Credentials

- IHRA Super Stock competition license required

Driver Location

- Driver's head must be forward of "B" post.

Restraint System

- SFI 16.1 or 16.5 restraint system mandatory.
- Must be recertified every 2 years.

Helmet

- 10.00 or slower: Snell M2015/M2020, SA2015/2020, FIA 8860-2010, 8859-2015/2024, 8860-2018.
- 9.99 or quicker: Snell M2010+, SA2010+ (full-face only).

Neck Collar

- SFI 3.3 collar required for 9.99 or quicker or 135+ mph.
- Head/neck restraint system may be used instead. See 10:8.

Protective Equipment

- Full-length pants, shirt, socks, and closed shoes required.
- No shorts, tank tops, or open footwear.
- Synthetic clothing discouraged.
- SFI 3.3/1 gloves required for 9.99 or quicker.
- SFI 3.2A/5 jacket and pants required for SS/A-SS/I, SS/AH-SS/IA, and FSS/A-FSS/M or cars running 9.99 or quicker.
- SFI 3.2A/1 jacket/pants required for SS/J-SS/P and SS/JA-SS/PA or for 10.00-11.49 ETs.

Class Weight (lbs per IHRA-factored horsepower)

FGT/AA 5.00 – 5.49

FGT/BB 5.50 – 5.99

FGT/A 6.00 – 6.49

GT/A 6.00 – 6.49

FGT/B 6.50 – 6.99

GT/B 6.50 – 6.99

FGT/C 7.00 – 7.49

GT/C 7.00 – 7.49

FGT/D 7.50 – 7.99

GT/D 7.50 – 7.99

FGT/E 8.00 – 8.49

GT/E 8.00 – 8.49

FGT/F 8.50 – 8.99

GT/F 8.50 – 8.99

FGT/G 9.00 – 9.49

GT/G 9.00 – 9.49

FGT/H 9.50 – 9.99

GT/H 9.50 – 9.99

FGT/I 10.00 – 10.49

GT/I 10.00 – 10.49

FGT/J 10.50 – 10.99

GT/J 10.50 – 10.99

FGT/K 11.00 – 11.49

GT/K 11.00 – 11.49

FGT/L 11.50 – 11.99

GT/L 11.50 – 11.99

FGT/M 12.00 – 12.49

GT/M 12.00 – 12.49

FGT/N 12.50 or more

GT/N 12.50 – 12.99

GT/O 13.00 – 13.49

GT/P 13.50 – 13.99

GT/Q 14.00 or more

Restrictions

- 2008+ Chevrolet COPO, Dodge Drag Pak, and Ford Cobra Jet (auto & manual):
 - Limited to FGT/AA through FGT/N only.

Engine Requirements

- Must be a V-8 engine of the same make as the body.

Engine

- V-8 engines only; must be same make as body.
- Engine year is optional.
- Corporate engines permitted.
- Truck engines prohibited.
- Underhood modifications for engine installation prohibited (e.g., firewall, shock towers, frame, excessive crossmember cutting).
- Must comply with all IHRA Super Stock ENGINE rules.

DRIVETRAIN

Automatic Transmission Shield

- Required for cars in GT/AA through GT/PA, FGT/A through FGT/N, and any car quicker than 10.99 seconds.
- SFI Spec 4.1 transmission shield required.
- SFI 29.1 flexplate and SFI 30.1 flexplate shield mandatory for GT/AA through GT/KA and FGT/A through FGT/N.

BRAKES & SUSPENSION

Brakes

- Master cylinder must be mounted to inside or outside of the firewall only. All other mounting locations are prohibited.

Steering & FWD Conversions

- Steering may be relocated.
- Fabricated crossmember allowed.
- Must use stock-type steering and OEM lower A-arms.

Front Suspension (FWD Conversions)

- Aftermarket or OEM front suspension of stock configuration required.
- Replacement control arms permitted.
- Full-tube chassis prohibited.
- Must retain OEM upper frameroads in front of firewall.
- Lower control arm mounts may be non-OEM.
- Adjustable heim joints permitted.
- Any stock-type OEM or aftermarket shock permitted.

- Steel required for all components unless original material was not steel.
- Struts must mount to OEM upper location.
- Lower strut tower may be slotted or enlarged, but not reconfigured.
- Adapter/plate may be used for camber/caster adjustment.
- Struts must be removable via top three bolts.
- Lift kits and travel limiters permitted.
- Sway bar is optional.

Front Suspension (RWD)

- Must retain complete stock front suspension system.
- Lower control arm may be machined for larger shock diameter and mount.

FRAME

Bumper

- Front and rear bumpers must use OEM impact bars.
- Rear bumper bracing may use aftermarket tubing to attach to frame/body panels, retaining factory appearance.
- Internal bumper structures must retain factory look.
- No cavity covering allowed.
- Rear bumper cover may be notched/slotted only for wheelie bar clearance.
- Full-width trimming/removal of rear bumper cover prohibited.

FWD Frame Conversions

- Forward stock frame/support must be retained.
- Modifications allowed for engine, headers, etc.
- Aftermarket frame components may reinforce stock frame (2" x 3" x .083" wall or 2.5" O.D. x .120" wall max).
- OEM crossmembers may be relocated/trimmed for clearance.
- OEM engine cradle/lower framrails may be retained, modified, or replaced.

SAFETY STRUCTURE

Roll Bar

- Mandatory in GT/L through GT/M, GT/LA through GT/MA, and any vehicle running 11.49 or quicker.
- Permitted in slower vehicles.
- Roll cage required for any car running 9.99 or quicker.

Roll Cage

- Mandatory in GT/A through GT/K, GT/AA through GT/KA, and FGT/AA through FGT/N, and for any car running 9.99 or quicker.
- SFI 25.5 roll cage mandatory for all Super Stock cars running 8.49 or quicker.

Weight

- Added weight must be properly secured (see IHRA General Regulations 4:2).
- Class weight calculated without driver.
- Add 170 pounds to class weight for minimum total (driver included).

Interior

- **Dashboard**
 - Must remain as-built OEM, but may be removable.
 - Removable dash must be securely attached; non-factory fasteners must be concealed to retain OEM appearance.
 - Aftermarket or non-OEM dashes are prohibited.
- **Upholstery**
 - Full factory-type interior required: carpet, door panels, and headliner.
 - Interior gutting is not allowed.
 - Replacement panels/headliner are allowed but must be upholstered to maintain OEM appearance.
 - Carpet must cover entire floor, including chassis/frame components in the driver's area.

Body

- **Fenders**
 - Inner fender panels can be relocated/trimmed from strut tower forward on FWD unibody vehicles.
 - Enlarged areas must maintain a finished, OEM look.
- **Firewall**
 - Lower OEM firewall may be replaced with steel of equal or greater thickness.
 - Chevy Cavaliers, Pontiac Grand Ams/Sunfires, and Ford Escorts: Max 34" from radiator support to firewall.
 - Chevy Cobalt: Max 33" from radiator support to firewall.
 - All other vehicles must retain original firewall location.
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- Firewall must be a one-piece steel unit, welded, sealed from driver, extending to and attaching to the floor.
- Firewall and mid-plate must be separate. Engine plates must not be attached to the firewall.
- **Floor**
 - Headers must fit under stock floor.
 - Stock framrails (firewall to radiator support) must maintain original attachment, location, and dimensions.
 - Frame can be notched for header clearance.
 - FWD conversion cars must have a fully welded driveshaft tunnel made from OEM-equivalent material.
- **Hood**
 - Full stock hood (latches, hinges, springs, brackets, braces) must be used.
 - Hood scoops/openings other than OEM are not allowed.
 - OEM hood flappers, grilles, and hardware must remain intact.
 - Factory fresh air hoods must be blocked off if not used with fresh air engines.
 - Fresh air engines with matching hoods are permitted.
 - For FGT/AA and FGT/BB, fiberglass hoods allowed.
 - Supercharger/pulleys must be fully covered by hood.
 - If hood has opening, it must be cowl induction style and permanently part of hood.
 - Hood latches, hinges, etc., may be removed.
 - Max 2" clearance between supercharger/pulleys and hood.
 - Only one hood opening allowed.

Electrical

- **Distributor**
 - Any battery-powered ignition system is allowed.
- **Protective Equipment**
 - SFI Spec 3.2A/5 or 3.4/5 jacket & pants required for:
 - GT/A through GT/K
 - GT/AA through GT/KA
 - FGT/A through FGT/N

- Any vehicle running 9.99 or quicker
- SFI Spec 3.2A/1 jacket & pants required for:
 - GT/L through GT/Q
 - GT/LA through GT/QA
 - Vehicles running 10.00 to 11.49 seconds
- SFI Spec 3.3/1 gloves mandatory for vehicles running 9.99 or quicker

IHRA GT/TRUCK

General Overview

- GT Truck classes follow IHRA GT car class rules with specific exceptions.
- Designations: GT/TA, GT/TB, GT/TC, GT/TD (preceded by truck number).
- Reserved for 1980 and newer pickup trucks (1/2-ton max).
- Eligible engines/bodies must be listed in the Official IHRA Stock Car Classification Guide.
- Trucks are classed by class weight break × engine horsepower/performance rating.
- If engine has both Super Stock and GT rating, GT rating applies.

Class Weight Breaks (*based on pounds per IHRA-factored horsepower*):

- GT/TA: 9.50 – 10.49
- GT/TB: 10.50 – 11.49
- GT/TC: 11.50 – 12.49
- GT/TD: 12.50 or more

REQUIREMENTS & SPECIFICATIONS

Drivetrain

- Transmission Shield (Automatic):
 - GT/TA through GT/TD: SFI Spec 4.1 transmission shield required.
 - GT/TA and GT/TB:
 - SFI 29.1 flexplate
 - SFI 30.1 flexplate shield required

Chassis/Frame

- Roll Cage:
 - Required for all Super Stock trucks.
 - SFI 25.5 cage mandatory for any truck running 8.49 or quicker.

Weight

- Any added weight must be securely fastened.
- Class determined without driver's weight.
- 170 lb added for driver to determine minimum weight.
- Trucks with fully automatic transmission and converter:
 - May remove up to 5% or 250 lbs (whichever is less).
 - May be under minimum posted weight.
- For trucks weighed with driver, minimum weight includes driver.

DRIVER REQUIREMENTS

Protective Equipment

- SFI 3.2A/5 or 3.4/5 jacket and pants required in GT/TA or any vehicle running 9.99 or 135+ mph.
- SFI 3.2A/1 jacket and pants required in GT/TB, GT/TC, and GT/TD.
- SFI 3.3/1 gloves required in any vehicle running 9.99 or quicker.

MODIFIED STOCK

IHRA Modified Stock

- Same rules as IHRA Super Stock, with specific exceptions
- Designations: SS/AS through SS/GS
- Vehicles: 1955 or later IHRA-accepted factory production cars
- No superchargers allowed
- Class based on car weight ÷ engine displacement (ci)
- Front-wheel-drive conversions allowed

Class Breakdowns

- AS: 8.50–9.49 lb/ci, Wedge/Canted/Hemi, 3,350 lb min
- BS: 9.50–10.49 lb/ci, SB wedge/canted < 366ci, 3,000 lb min
- CS: 10.50+ lb/ci, SB inline < 366ci, 3,000 lb min
- DS: 12.00+ lb/ci, V-6, 2,900 lb min
- ES: 15.50–16.49 lb/ci, 4-cyl only, max 165ci
- FS: 16.50 lb/ci, max 155ci
- GS: 18.00 lb/ci, 4-cyl FWD only, max 230ci

Engine & Fuel System

- Specific carburetor cfm limits based on class
- Aftermarket aluminum heads allowed (no billet)
- Inline valve configuration restrictions vary by class
- No SBCs with >4.420" bore centers
- Must be same corporate make engine/body

- Dry-sump oil systems allowed in ES, FS, GS
- External single-stage oil pump allowed
- Sheet-metal intake manifold allowed
- Electric/mechanical fuel pumps allowed (safety requirements apply)

Drivetrain

- Rear end: any automotive type allowed
- Auto trans: 3-speed max, SFI 29.1 flexplate required (AS–CS)
- Manual trans: 4-speed max (ES–GS = 5-speed), clutchless allowed
- SFI 4.1 transmission shield required
- SFI 30.1 flexplate shield mandatory in AS–CS

Chassis, Suspension & Steering

- FWD conversions allowed (must retain OEM-style upper frame)
- Aftermarket steering and shocks allowed
- OEM lower A-arms mandatory
- Wheelie bars up to 54" or rear bumper
- Rear bumper cover may be notched (not fully trimmed or removed)

Frame & Body

- Must retain stock frame geometry and wheelbase $\pm\frac{3}{4}$ "
- Full-tube chassis prohibited
- Fiberglass/carbon body parts limited to hood (ES–GS can include fenders, decklid, etc.)
- Hood scoop max 11", 1 opening
- Rear spoiler: max 6" from decklid, 4" spill plate height
- Minimum wheelbase: 93" (FWD conversion: 96")

Interior

- OEM dash required (can be removable but must look factory)
- Full factory-style upholstery (headliner, carpet, door panels)
- No interior gutting
- Driveshaft tunnel required for FWD conversions

Roll Cage / Safety

- Roll bar required: ES–GS
- Roll cage required: AS–DS
- SFI 25.5 cage required for cars running 8.49 or quicker
- Jacket & pants:
 - SFI 3.2A/5 or 3.4/5 for AS–CS or quicker than 9.99
 - SFI 3.2A/1 for DS–GS or 10.00–11.49
- SFI 3.3/1 gloves required for 9.99 or quicker
- Valid IHRA license required.

Wheels & Tires

- GS class: tread can extend 1" past fender
- Tires must be within fender lines unless otherwise specified

Windows & Visibility

- Windows must be closed during runs
- Need not be functional

MODIFIED TRUCK

IHRA Modified Truck

General

- Based on IHRA Modified Stock classes (Section 12D) with specific exceptions.
- Designations: SS/TA, SS/TB, SS/TC, SS/TD, preceded by truck number.
- Reserved for 1990 or later IHRA-accepted factory production 1/2-ton or smaller pickup trucks.
- Sport Utility Vehicles (Blazer, Explorer, Cherokee, etc.) not allowed.
- No superchargers allowed.
- Class is determined by truck weight (with driver) ÷ engine displacement (cid).

Class Breakdown

- TA: 8.50–9.49 lbs/cid — Wedge, canted-valve, or Hemi engines; 3,350 lb min.
- TB: 9.50–10.49 lbs/cid — Small-block wedge or canted-valve under 366 cid; 3,000 lb min.
- TC: 10.50+ lbs/cid — Small-block true wedge (inline valve) under 366 cid; 3,000 lb min.
- TD: 12.00+ lbs/cid — V-6 engines; 2,900 lb min.

REQUIREMENTS & SPECIFICATIONS

Engine

- Carburetors:
 - TA: One IHRA-accepted 4-barrel, max 850 cfm.
 - TB, TC, TD: One IHRA-accepted 4-barrel, max 750 cfm.
 - Must retain OEM throttle bore size, venturi restricted to OEM + .025".
 - No welding throttle plates; polishing/booster mods allowed; choke plate removable.
- Cylinder Heads:

- TA: V-8 splayed valve allowed.
- TB: Canted or inline.
- TC: Inline only.
- TD: Any valve configuration.
- All heads: IHRA-accepted, 2 valves per cylinder, aluminum allowed (no billet in TC), porting/polishing OK.
- Engines:
 - No aftermarket SBCs with bore centers >4.420".
 - Displacement unlimited in TA; limited to 366 cid in TB and TC.
 - No engine setback or raising.
 - Motor plates and mid-mounts allowed.
 - Must use harmonic balancer meeting SFI Spec 18.1.

Drivetrain

- Automatic Transmission:
 - Flexplate must meet SFI Spec 29.1 (TA, TB, TC).
 - Transmission shield: SFI Spec 4.1.
- Flexplate shield: SFI Spec 30.1 (TA, TB, TC).

Brakes & Suspension

- Front Suspension:
 - Must retain stock system for the body used.
 - Lift kits/travel limiters OK.
 - Lower control arm may be modified for larger shock.
 - Aftermarket steering permitted.

Chassis & Frame

- Roll Cage / Bar:
 - Roll cage mandatory in SS/TA, SS/TB, or any truck running 9.99 or quicker.
 - SFI 25.5 cage required for all vehicles running 8.49 or quicker.
 - Roll bar mandatory in SS/TC, SS/TD, or any truck running 11.49 or quicker.
- Weight:
 - Trucks with full automatic + converter may remove up to 5% or 250 lb (whichever is less).
 - Minimum weight includes driver.
- Wheelbase:
 - Must retain stock $\pm 3/4$ in.
 - Minimum wheelbase: 97 in.
 - Max left/right variation: 1 in.

Body

- **Hood:**
 - Mandatory; fiberglass allowed.
 - No hood scoops.
 - Cowl induction permitted.
 - No tilt/removable front ends.
- **Spoilers:**
 - Rear spoiler max length: 6 in from tailgate.
 - Must be tailgate-mounted and not wider than tailgate.
- **Windows:**
 - Rear window may be Lexan or Plexiglas, 1/8 in min thickness.

Electrical

- **Master Cutoff:**
 - Mandatory for any truck with battery in trunk.

Driver Requirements

- **Licensing:**
 - Valid IHRA competition license required in TA, TB, TC, or for any truck running 9.99 or quicker.
- **Safety Gear:**
 - Jacket & pants: SFI 3.2A/5 or 3.4/5.
 - Gloves: SFI 3.3/1 if running 9.99 or quicker.

MODIFIED

IHRA Modified

- Based on IHRA Super Stock rules with specific exceptions.
- Designations: SS/AM through SS/GM (preceded by car number).
- Only factory production-built cars with production automobile engines.
- No body, drivetrain, or chassis alterations beyond allowed exceptions.
- Minimum wheelbase: 96 inches.
- Classes based on car weight ÷ engine displacement (ci), non-supercharged only.
- FWD conversions allowed.

Class Indexes

- AM: 7.50–8.49 lb/ci; 2,650 lb min
- BM: 8.50–9.49 lb/ci; 2,750 lb min
- CM: 9.50–10.49 lb/ci; 2,850 lb min
- DM: 10.50–11.49 lb/ci; 2,950 lb min

- EM: 11.50–12.49 lb/ci
- FM: 12.50–13.49 lb/ci
- GM:
 - Inline 4-, 6-, and straight-8: 10.50+ lb/ci
 - Factory V-6: 11.00+ lb/ci

Engine

- Must match car make; naturally aspirated only.
- Inline 4-barrels prohibited; max 2x 4-barrel or 3x 2-barrel carbs.
- No billet heads; aftermarket aluminum allowed.
- Any valve size/config allowed in GM (V-6); splayed valves in AM/BM.
- OEM bore spacing required; no rear-engine unless factory-original.
- Harmonic balancer must meet SFI 18.1.
- External single-stage oil pump allowed.

Fuel/Induction

- Any mech. fuel pump + up to two electric pumps (must shut off with ignition).
- Max two 4-barrel throttle bodies; EFI permitted with IHRA-accepted ECU/software.
- No forward-facing throttle bodies or auxiliary injectors.

Cooling/Accessories

- Radiator may be moved; splash pans may be modified.
- Smog pump use for crankcase evacuation allowed.

Drivetrain

- Any automotive-type rear end allowed.
- Automatic: 3-speed max; SFI 29.1 flexplate required.
- Manual: 3-5 speeds; clutchless and clutch-assisted allowed.
- Transmission shield (SFI 4.1) and flexplate shield (SFI 30.1) mandatory.

Chassis/Suspension

- FWD conversions: OEM lower A-arms, OEM upper frame rails, adjustable heims allowed.
- RWD: OEM or IHRA-accepted front suspension; full tube chassis prohibited.
- Wheelie bars up to 54" or rear bumper.

Frame & Safety

- OEM impact bars must mount bumpers.
- Minor frame modding allowed for clearance.
- Parachute required in AM & BM.
- Roll cage (25.5 spec) mandatory for cars running 8.49 or quicker.

- Car weight includes driver; weight break for autos with converters.

Tires/Wheels

- Any slicks that fit OEM outer wells; inner wells can be modified.
- Aftermarket wheels allowed; min diameter: 13".

Interior

- OEM dash required, can be removable but must look stock.
- Full upholstery required (carpet, panels, headliner).
- SFI window net (ribbon or mesh type) mandatory.

Body

- Only hood can be fiberglass; rest must be OEM or OEM-appearance.
- Limited inner fender mods allowed.
- Hood must fully cover carb/scoop with one opening.
- Rear spoiler max 6" long, 4" spill plates, no wider than deck lid.

Firewall/Floor

- Firewall mods only for distributor/magneto clearance.
- Certain cars allowed specific firewall relocation.
- Firewall must be steel, one-piece, and sealed.
- Stock floor required; modding allowed for FWD driveshaft tunnels.

Windows/Visibility

- Windows must be closed; don't need to be operable.

Electrical

- Any battery-powered ignition system allowed.

Driver

- IHRA competition license required.
- SFI 3.2A/5 jacket and pants mandatory.
- SFI 3.3/1 gloves mandatory for 9.99 or quicker.

Super Stock MX

IHRA Super Stock/MX Class

- Rules based on IHRA Modified Stock & Modified
- Applies to non-supercharged 4- and 6-cylinder cars.
- Front-wheel-drive conversions allowed.
- Class determined by weight-to-cubic-inch ratio.

Class Designations

- SS/AX, SS/BX, SS/CX, SS/DX, SS/EX, SS/VX (preceded by car number).

Class Breakdown (Weight per CID)

- **AX: 8.50–10.99**
- **BX: 11.00–12.49**
- **CX: 12.50+**
- **DX: 15.00+, two turbochargers or OEM supercharger (turbo must be dry).**
- **EX: 11.50+, naturally aspirated methanol, FWD only.**
- **VX: 12.00+, naturally aspirated air-cooled Volkswagen, rear-engine.**

ENGINE REGULATIONS

General

- **One naturally aspirated engine (AX, BX, CX).**
- **Up to 10% setback from front spindles to nearest spark plug.**
- **Rear-engine setups permitted.**
- **Must match engine type to car model.**

EX Class

- **Same manufacturer engine as body.**
- **4-cylinder only.**
- **OEM block/head must be or have been mass-produced (5,000+ units).**
- **Methanol fuel only.**

VX Class

- **Air-cooled, naturally aspirated OEM Volkswagen.**
- **Max 2,444cc (149 CID).**
- **Steel components required; vacuum pump prohibited.**

Camshaft/Lifters (VX)

- **Flat tappet cam/lifters only.**
- **Max lift: 0.645 inch.**

Carburetors

- **OEM carburetors allowed.**
- **VX limited to two downdraft carbs (Kadron, Weber, Dellorto, Empi).**

Cylinder Heads

- **OEM castings with OEM numbers required.**
- **VX must use stock-flange VW heads with specific valve dimensions.**

Induction & Oil

- **EFI allowed; dry-sump systems allowed (except VX).**
- **VX must use OEM-style rocker arms.**

Turbochargers (DX only)

- Max sizes: twin 62mm or single 80mm.
- Intercoolers allowed.

DRIVETRAIN

Rear End

- Quick-change allowed with axle retention.

Transmissions

- Manual: 5-speed max, reverse required.
- EX: Manual only, max 2-disc clutch, SFI shielding required.
- VX: Manual only, 4-speed max, no clutchless/sequential, foot-operated clutch only.

Transmission Shielding

- SFI specs 29.1 and 30.1 required for auto transmissions (AX–DX).

SUSPENSION & BRAKES

Front Suspension

- EX: Factory strut mounting; minor modding allowed; 1 working shock/strut per wheel.
- VX: OEM-type suspension; minor raising/narrowing allowed.

Rear Suspension

- EX: Straight axle allowed if OEM mounting retained.
- VX: Same as front rules.

Wheelie Bars

- Permitted for EX and VX (max 65" from rear bumper).

CHASSIS & FRAME

Frame

- Stock, altered, or tubular (min 0.083" thick).

Roll Bar / Roll Cage

- Roll bar: CX, VX mandatory.
- Roll cage: AX, BX, DX mandatory.
- SFI 25.5 required for cars 8.49 or quicker.

Weight Minimums (with driver)

- 6-cylinder: 1,700 lbs
- 4-cylinder: 1,200 lbs
- VX: 1,600 lbs
- Automatic cars may remove 100 lbs.

TIRES, WHEELS & INTERIOR**Tires**

- **VX:** Max 10" tread width.

Wheels

- **Min 13"**, unless originally smaller and using original engine.

Interior

- **EX/VX:** Optional upholstery; one seat required; no floor/firewall holes.

BODY REQUIREMENTS**General**

- **Coupe/sedan bodies only.**
- **Max 4" chop;** stock windshield angle.
- **Fiberglass allowed** if stock look is kept.
- **Fenders required.**

EX Class

- **Must use IHRA-accepted bodies.**
- **No pickups/SUVs.**
- **Lexan allowed** for glass.
- **Lightweight panels permitted.**

VX Class

- **Full-bodied rear-engine VW only.**

Other Body Rules

- **Hood:** Mandatory, with covered carbs/injectors.
- **Spoilers:** OEM front; rear allowed (6" long, 4" high max).
- **Windows:** Lexan/Plexiglas permitted (1/8" thick).
- **Street Equipment:** Two headlights and taillights required (painted acceptable).

SAFETY & SUPPORT EQUIPMENT**Fire Extinguishers**

- **EX:** 5-lb IHRA-approved system with dual nozzles mandatory.

Driver Credentials

- **IHRA competition license required** (AX, BX, DX, EX).

Seating

- **Driver must be in stock position** (up to 10" rearward for legroom).

Protective Gear

- **AX/BX/DX/EX or 9.99 sec cars:** SFI 3.2A/5 or 3.4/5 suit.
- **CX/VX:** SFI 3.2A/1 suit.

- EX: SFI 3.3/1 gloves, boots.
- 9.99 or quicker: SFI 3.3/1 gloves mandatory.
- Neck collar mandatory.

Super Stock Production

Eligibility: Reserved for American-built cars with American automobile production engines.

Modifications: Body, drivetrain, and chassis cannot be altered, modified, or relocated—except as outlined in official requirements and specifications.

Starting Restrictions: Push starts and tow cars are prohibited.

Minimum Weight: All entries must have a minimum shipping weight of 2,500 lbs.

- **Manufacturer Compatibility:** Corporate engine and body relationships are allowed.
- **Number Display:** Car numbers must be at least 4 inches high on all four windows.
- **Launch Control:** Only steering wheel line button applications for launch are permitted.
- **Classification:** Based on dividing vehicle shipping weight by chosen engine combination.
- **Shipping Weight Determination:** If no V-8 was offered in a model, use the weight of the highest gasoline V-8 available in that model.
- **Race Weight Calculation:** Multiply class break by engine cubic inch displacement, then add 170 lbs. for driver standard.

CLASSES:

- Class PA - 4.50 to 4.99 lbs. per cubic inch.
- Class PB - 5.00 to 5.49 lbs. per cubic inch.
- Class PC - 5.50 to 5.99 lbs. per cubic inch.
- Class PD - 6.00 to 6.49 lbs. per cubic inch.
- Class PE - 6.50 to 6.99 lbs. per cubic inch.
- Class PF - 7.00 to 7.49 lbs. per cubic inch.
- Class PG - 7.50 to 7.99 lbs. per cubic inch.
- Class PH - 8.00 to 8.49 lbs. per cubic inch.
- Class PI - 8.50 to 8.99 lbs. per cubic inch.
- Class PJ - 9.00 to 9.49 lbs. per cubic inch.
- Class PK - 9.50 to 9.99 lbs. per cubic inch.
- Class PL - 10.00 to 10.49 lbs. per cubic inch.
- Class PM - 10.50 to 10.99 lbs. per cubic inch.

- Class PN - 11.00 to 11.49 lbs. per cubic inch.
- Class PO - 11.50 to 11.99 lbs. per cubic inch.
- Class PP - 12.00 to 12.99 lbs. per cubic inch.
- Class PS - 13.00 or more lbs. per cubic inch.

General

- Same rules as Super Stock classes except for the following specifics.

Body Requirements

- Convertibles: Must run with the top up.
- Eligible Body Types: Sedan delivery, Ranchero, El Camino (if properly classified).
- Pickup Beds: No alteration in height or length; tailgates must remain closed.
- Customizing: No modifications allowed to improve aerodynamics; subject to Technical Committee approval.
- Floors: Stock floors must remain; replacement allowed only if same thickness is maintained.
- Front-Wheel Drive: Conversions are permitted.

Exterior Components

- Bumpers: Must be full stock factory production; retain minimum two stock steel braces.
- Fenders: Stock inner splash pans required; may be trimmed up to 2" for header clearance.
- Grille: Must be stock.
- Hood:
 - Full hood required; air scoops allowed.
 - Maximum scoop height: 9" from hood surface centerline.
 - Fiberglass scoops allowed; must be functional and feed carburetor air.
 - Hoods may be cut for carb clearance and removed during competition.
 - Hood must align with adjacent panels per factory specs.
 - May remove wiper motor/transmission, heater, and A/C.
 - Headlights and tail lights (OEM or hideaway) required.

Interior

- Seats: Factory production bucket seats only; plastic seats prohibited.
-

- **Rear Seat:** May be removed if allowed; must upholster exposed floor.
- **Upholstery:** Optional (plastic shields and carpet too) if area is upholstered.
- **Full Interior:** Required per General Regulations.

Glass

- **Windshield/Windows:** Must be OEM type and fully functional.

Chassis

- **Battery:**
 - Can be relocated to trunk.
 - Flash shield required.
 - Max 2 batteries, 100 lbs total.
 - Must be securely mounted to chassis.
 - Master cutoff switch mandatory and must be marked "on-off".
- **Brakes:**
 - Must have a stock 4-wheel hydraulic or aftermarket disc system.
 - Dual master cylinder required.