



## FUNNY CAR

### FUNNY CAR

#### DESIGNATION

FC, preceded by car number.

Reserved for supercharged, fuel-burning Funny Cars built specifically for drag racing competition.

- Minimum Weight: 2,600 pounds (including driver) at conclusion of run.
- Technical Changes:
  - All proposed changes to vehicle design or components must be submitted in writing to the IHRA Technical Department for review and written approval.
  - Only safety-enhancing modifications will be considered for current implementation.
  - Performance-enhancing changes may be submitted but are not guaranteed approval, even for future use.
  - All submissions may require prototypes and are subject to any costs incurred by IHRA during the review process, which must be covered by the submitting party.
  - No unapproved changes may be used in competition.
- Component Modifications Include (but are not limited to):
  - Engine blocks
  - Cylinder heads
  - Intake manifolds
  - Injector hats
  - Fuel pumps
  - Superchargers
  - Throttle pedal systems

- **Body parts**
- **Parachute mounting boxes**
- **Wing components**
- **Electronics**
- **Repairs:**
  - Repairs to accepted components are allowed only if they restore the part to its originally accepted configuration.
  - Permitted practices: thread repair, surface dressing, squaring of mating surfaces.
  - Any redesign, dimensional change, or reconfiguration during repair requires re-submission for IHRA approval.
- **Approval Process:**
  - Approval must be in writing and signed by an IHRA Technical representative.
  - Approval is not guaranteed before any specific event.
  - IHRA may revoke approval at any time.
- **Team Responsibility:**
  - It is the team's responsibility to consult the IHRA Technical Department before using any changed or repaired component.
  - Unauthorized use can result in disqualification, suspension, fines, or loss of points.
- **Penalties for Non-compliance:**
  - Non-approved components found on a vehicle during qualifying or eliminations may lead to severe penalties, including:
    - Loss of points
    - Monetary fines
    - Suspension or disqualification
  - IHRA may withhold prize money to cover unpaid fines.
  - Repeated or intentional violations may lead to harsher penalties.
- **Key Components Subject to Scrutiny Include:**
  - **Injector hats**
  - **Superchargers (cases, inserts, rotors)**
  - **Intake manifolds**
  - **Cylinder heads (max 2.470" intake valves)**
  - **Engine blocks**
  - **Magnetos**

- Ignition systems
- Data acquisition systems
- IHRA-mandated safety shutoff devices
- Front and rear wings
- Tires
- Nitromethane

### ENGINE

#### ENGINE

- Internal-combustion, IHRA-accepted, 90° V8 automotive-style engine permitted.
- Must use a single camshaft; overhead or multi-cam configurations prohibited.
- Engine block: forged aluminum only; cast aluminum prohibited.

#### CYLINDER HEADS

- One design allowed:
  - 2 valves per cylinder max
  - Intake valve:  $35^\circ \pm 1^\circ$ , 2.470" max
  - Exhaust valve:  $21^\circ \pm 1^\circ$ , 1.925" max
  - Intake/Exhaust pushrods: 0.500" O.D. max

#### ENGINE BLOCK SPECS

- Max displacement: 500 cid
- Bore size: 4.1875"  $\pm$  .004"
- Bore spacing: 4.800" max
- Cam core: 60 mm max
- Cam-to-crank centerline: 5.400" max
- Lifters: 1.125" max
- Dry sump system required; tank must be within framerails.
- IHRA-approved SFI 7.1 ballistic lower engine restraint required.
- Gasket retention: flange/lip on manifold/block mandatory.
- Inner oil diaper (specific part numbers optional, but must meet IHRA approval) mandatory.
- Carbon fiber/composite oil pans prohibited.

#### EXHAUST SYSTEM

- Double-pipe insulated headers required.
- Header angle: minimum 40°, aligned with car centerline.
- Max width: 83"; Max height: 11.5" (measured at exhaust exit).
- Pipe O.D.: 2.75" max; I.D. and O.D. must remain constant for at least 8" from flange.

- All pipes must be parallel and touch adjacent tubes.

### FUEL INJECTION

- Throttle blades must have visible contrast for identification.
- Max air inlet: 65 in<sup>2</sup> (excluding shaft).
- Max injector hat height: 34" from crank centerline.
- Max forward protrusion: 10.375"
- Electronic/electrically controlled injection prohibited.
- Only IHRA-accepted injector modifications allowed by OEM.

### FUEL SYSTEM

- Braided steel lines with steel fittings mandatory inside cockpit.
- Fuel cells allowed; pressurized tanks prohibited.
- Fuel tank vent: 1" (+0.25") hole in front of body.
- Hydrostatic pressure testing required for most fuel lines: 750 psi for 30 seconds; labeling required.
- Only nitromethane (max 90%) and methanol permitted.
- No artificial fuel cooling/heating.

### INTAKE MANIFOLD

- Setback and non-setback manifolds must be IHRA-approved.
- Manifold studs must meet IHRA specs.
- Burst panels meeting SFI 23.1 required; tethering and securing rules strictly enforced.
- Only one burst panel per opening; blocker plates must use 1/4-20 steel studs.
- Tether and safety requirements apply based on configuration.

### OIL SYSTEM

- Rear oil feed line (if used): stainless steel only.
- Pressure lines (except return or <30 psi): crimped and tested at 750 psi.
- No automotive-style canister filters.
- Lines must be guarded from blower belt and allow 1" movement if remote tank/filter is used.

### OIL RETENTION SYSTEM

- Oil-retention pan required:
  - Material: .050" aluminum or .040" carbon fiber/Kevlar
  - Must cover 3" ahead and behind crank pulley/motor plate.
  - No extended aero enhancements under driver seat.
  - Max width: frame rails; must seal completely.

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- Front bulkhead: 4" min; Rear: 2" min; "Coved" design required.
- Nonflammable absorbent liner required.

### PAN PRESSURE SHUTOFF

- IHRA-approved pan pressure shutoff system mandatory.
- Must link directly to IHRA-approved safety shutoff controller.
- Max switch activation pressure: 9 psi.
- Bypassing system function is prohibited.

### SUPERCHARGER

- Roots-type only; 14-71 max (standard specs):
  - 22 5/16" case length, 11.25" width, 19" rotor length
  - 5.840" rotor diameter (with stripping)
  - Inlet: max 11.750" x 4.600"
- Only one-piece cases with removable plates permitted.
- Spacer below hat: 2" max; only aluminum/composite.
- Variable-speed units prohibited.
- SFI 14.3 restraint system required with fire-resistant strap covers.
- Belt guard required.

### THROTTLE

- Must be driver foot-operated only.
- No electronics/pneumatics/hydraulics allowed, except for shutoff systems activated by engine-failure indicators (e.g., pan pressure).
- RPM control during burnouts via mechanical device only (must be IHRA-approved).

### VALVE COVERS

- Titanium only; no cast/composite.
- Must be secured with 5/16" steel studs (min 4130) and steel/titanium nuts.
- Must meet SFI Spec 14.4.

### BREATHER/VENT SYSTEM

- Catch can/vent tube system required:
  - Quick-connects must have secondary locks (no tape).
  - Double clamps and O-rings at all hose points.
  - Hoses: min 1.25" ID
  - Catch can: min 8 qt sump, baffled
  - Inlets/Outlets: two 1 1/8" ID (or equivalent area) each
  - IHRA-accepted hoses/tubes required.

**DRIVETRAIN****Clutch, Flywheel, and Shielding**

- Clutch and flywheel must meet SFI Spec 1.3; flywheel shield must meet SFI Spec 6.2 (max depth: 9.4").
- A steel or titanium spacer (max 0.250") is allowed between the motor plate and flywheel shield.
- Max six clutch discs; aluminum flywheels are prohibited.
- Clutch exhaust filter is mandatory.
- Refer to IHRA General Regulations and SFI Spec 10.5 for detailed bellhousing and motor plate rules.

**Driveline and Covering**

- Anti-blowback device is required.
- Driveshaft must be fully enclosed on both ends with steel (min 1/16") or aluminum (min 1/8") covers.
- Rear cover must fully enclose the coupler; front cover must extend from behind the reverser to the splice sleeve near the driver's legs. Covers must be securely mounted.

**Rear End**

- Gear ratio 3.20:1 mandatory.
- Full-floating or live axle assemblies with steel axles are mandatory; titanium or other materials are prohibited.
- Maintenance per manufacturer is required.
- An IHRA-approved containment system is required for Strange L7400/L7200 rears (e.g., DRE ISMP-750 with CMH-250, Taylor REB, NitroSew NP 9310).
- Front-loading or pumpkin-style rear ends are not allowed at national events.
- Drive hub-type hubs and compatible wheels are mandatory.

**Reverser and Safety Shields**

- Reverser and neutral lockout release pin are required.
- A one-piece tunnel shield (titanium, chromoly, Docol, or carbon composite) must cover reverser and driveshaft, extending to within 2" of the driver's seat.
- Mounting: 1" flange, secured in at least 4 locations with 5/16" steel or titanium bolts.
- A tether for the reverser pin is required and must be operable with all safety gear in place.
- Pneumatic neutral lockout release mandatory.

- Ballistic shield meeting SFI Spec 4.1 required for reverse components.

### Transmission

- Transmissions and torque converters are not allowed.

### Brakes

- Driver-controlled, non-automated four-wheel hydraulic disc brakes required with dual master cylinders.
- Carbon-fiber rotors with matching pads are mandatory; all other materials are prohibited.
- Steel brake lines and IHRA-accepted fireproof coverings (for flexible lines) are required.
- Brake lines near engine or blower drive must be shielded.
- Hand-brake handle: Minimum 5/16" thick x 1" wide (aluminum, steel, or titanium only); no lightening modifications.

### Steering

- Quick-disconnect steering wheel meeting SFI Spec 42.1 required.
- Plating of steering components is prohibited.

### Suspension

- No front or rear suspension allowed.
- Front spindle: Steel (min 4130) required; aluminum housing allowed.
- Other materials and plating are not allowed.

### Wheelie Bars

- Mandatory and must be functional.
- Steel and titanium permitted; carbon fiber prohibited.
- Non-metallic wheels only.
- Pressure sensors and parachute nets allowed; no other attachments (e.g., cameras or extra sensors).

## CHASSIS

### BALLAST

Permitted. Must be secured with a minimum of two 1/2-inch or four 3/8-inch Grade 8 fasteners per 100 pounds and be IHRA-accepted.

### GROUND CLEARANCE

- Minimum 3" from front to 12" behind front axle centerline; 2" for the rest of the car (static body).

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- All Funny Car bodies must meet IHRA Funny Car Acceptance Process and Specifications.
- The body support tree must be rigid to prevent nose flex.
- Oil pans and headers are excluded from ground clearance measurements.

## MOUNTING HARDWARE

### HELMET SHROUD

- Required for all Funny Cars; one- or three-piece designs allowed.
- Must be made from min. .075" Grade 2 ASTM-B-265 titanium or .090" 4130 steel.
- Securely fastened using Grade 8 bolts and bosses.
- No attachments allowed to the shroud.
- Must be flush with or sealed to the roll cage.
- Bolt heads must be 1/2-inch hex-style.

### PARACHUTE

- Dual spring-pilot parachutes required.
- Spring-loaded pilot chutes must be bright colored.
- Two separate shroud line mounts required using sleeved 1/2" min. Grade 8 bolts.
- Mounting brackets: min. 3/16" 4130 steel or titanium.
- Shroud lines must be leather or IHRA-accepted covered to pack.
- Two IHRA-accepted parachute tethers required.
- Mounting options and approved tethers listed (e.g., Amick PARA-101REV1, Taylor 108, etc.).
- Flat parachute floor required, max 6" rearward or to pack. No wicker allowed.

### MANUAL PARACHUTE LEVERS

- Parachutes must deploy at half-travel of the manual lever.

### PARACHUTE AIR CYLINDER

- Must operate independently of the manual lever.
- Flame-resistant 1/4" air lines minimum.
- Teflon-lined AN line must be 3AN or larger.
- Cannot mount to A/B/C-pillars or roof area.

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- Cylinder must be securely mounted with proper reinforcement if on tinwork or chassis.

## PARACHUTE CABLES

- Must use reinforced ends and proper crimps.
- Any wire through body/tinwork must be protected by a fixed barrier.

## ROLL CAGE

- Must meet SFI Spec 10.5.
- Recertification yearly by IHRA with serialized sticker.
- Routing of lines and wiring inside chassis allowed.

## ROLL-CAGE PADDING

- Must meet SFI Spec 45.2.
- Padding must fully encase roll cage from bottom of helmet upward and all sides.
- Max 3/4" gap between helmet and side padding.
- Additional 2" min. padding at sides/back; 3/4" comfort foam allowed outside.
- Padding around steering column mandatory.
- All padding must be securely attached and flame-retardant covered.

## WHEELBASE

- Min: 124 inches. Max: 125 inches (measured on long side).
- Side-to-side variation: max 2 inches.
- Rear tread width: must not exceed body line or be more than 3" inside it.
- Front tread: no more than 6" inside body line.
- Measured from tire edge to body.

## TOW-STRAP HOOPS

- Required on front lower chassis.
- Must accommodate 2" tow hook without lifting or stressing the body.

## WHEELS AND TIRES

## TIRES

All vehicles must use four tires from the same manufacturer. Only Goodyear tires (front D2989, rear D2747), as approved by IHRA, are

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permitted. The tire brand name, logo, and identification markings must remain visible and unaltered on all tires. Tires must meet size specifications when mounted and inflated to the manufacturer's recommended pressures. Drive tires must be, or have been, readily available to all competitors. Any tires currently supplied by a manufacturer or distributor must be accessible to all participants in the class. Minimum tire pressure at the start of a run is 6 psi. Refer to IHRA General Regulations 5:1.

## WHEELS

Front wheels must meet SFI Spec 15.2. Rear 16-inch bead lock wheels must meet SFI Spec 15.4, with a minimum inner bead diameter of 14 3/4 inches (+/- 1/8 inch). All wheels must be of the drive hub type and compatible with the required drive hubs. Modifications or lightening not done by the manufacturer are prohibited. Wheels must be completely isolated from the driver compartment. Wire wheels, rear wheel discs, and covers are prohibited. Wheels must comply with the specifications set by the tire manufacturer. Titanium wheel studs are not allowed.

## SHIELDING

### IHRA Funny Car Safety Requirements (Summary)

#### Doghouse Fire Shielding

- Mandatory in driver compartment.
- Must seal to clutch cover and top framerails.
- Shield must extend to steering wheel base and angle toward roll cage top.
- Mounted with at least 4 self-locking fasteners (2 per side).
- Minimum materials: .040" aluminum, .024" steel, or titanium. Hinged top optional.

#### Clutch Area Covering

- Any open area between upper framerails, rear of engine, and front of shield must be closed.
- Cover must be carbon, carbon/kevlar, aluminum, or titanium.
- A steel or titanium plate is required around the head gasket area to provide failure protection.

#### Flooring

- Subflooring inside but separate from the body is mandatory.
- Must be solid—no gaps or openings.

#### Sheet Metal and Driver Compartment

- Interior firewall and components must be aluminum or steel.

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- Magnesium and carbon fiber are prohibited.

### Seat Requirements

- Seat bucket must be aluminum or steel.
- A solid plate must block the space behind the driver's back from the shoulder hoop to at least the coupler/pinion.
- Plate must be .125" aluminum or .0625" steel/titanium, with no holes or gaps (multi-piece allowed).
- Seat insert must be custom-fit energy-absorbing foam, labeled with driver name, car serial number, and manufacture date.
- Minimum  $\frac{3}{4}$ " foam on seat bottom, fully contoured to driver, and IHRA-approved.
- Flame-retardant seat covering required.
- No pillows, boosters, or extra padding allowed.

## BODY

### BODY

Only IHRA-accepted 2000 or later model Funny Car bodies are permitted. All bodies must comply with the IHRA Funny Car Acceptance Process and Specifications. Refer to [IHRARacer.com](http://IHRARacer.com) for full details.

### BODY LATCHES

When the engine is running and the body is lowered, at least one front latch must be functional and locked.

## ELECTRICAL

### ELECTRICAL COMPONENTS

Permitted electrical/electronic components are limited to ignition systems, data recorders, electrical gauges/indicators, automated fire extinguishers, fuel systems, clutch control, and engine shutoff systems. Timers to control pneumatic or electric fuel/clutch control valves are allowed, but all such functions must be activated by a wide-open throttle switch.

### IGNITION SWITCH

Vehicles must have a functional on/off ignition switch within easy reach of the driver that can shut off the entire ignition system.

### IGNITION SYSTEMS

Only IHRA-approved ignition systems/components may be used. The MSD 8771 is the only currently accepted unit. Individual cylinder timing is allowed. Any systems or components not listed must be approved by

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IHRA before use. Components must be used as per the manufacturer's instructions unless otherwise authorized. A maximum of two spark plugs per cylinder is allowed. Spark plug tubes are required and must be stainless steel or aluminum. Removable or pin-type timing pointers are not allowed.

## ENGINE RPM CONTROLLER

Use of the MSD 8771 RPM controller is mandatory. Only the latest IHRA-approved firmware is permitted.

## MAGNETOS

Only two magnetos allowed, limited to MSD Pro Mag models 8130 and 8140. All magnetos must be tested, certified, and sealed by MSD Ignition before competition use. Contact MSD for RMA and submit to their testing facility. OEM pin-out orientation must be maintained. Refer to [IHRAracer.com](http://IHRAracer.com) for details.

## SYSTEM AIR PRESSURE SHUTOFF SWITCH

A normally open 120psi air pressure switch must be installed to prevent engine start if system air pressure is below 120psi. If air pressure drops during a run, the switch must cut ignition. It must be wired in series with the ignition "run enable" wire. It may optionally control throttle release and fuel shutoff but must not interrupt power to the Electrimotion Safety Device.

## SUPPORT GROUP

### IHRA Funny Car Regulations Summary

#### Data Recorder

- Data recorders are permitted if IHRA-accepted.
- Approved systems include: Racepak Pro III, Pro II, Pro 1B, and Pro I, PDS X2.
- May be used with manufacturer's digital dash.
- All Pro III outputs must be approved by IHRA Tech Department before use.
- Only IHRA-approved inputs may be used; non-approved inputs require IHRA acceptance.
- IHRA Tech has final authority over all sensors and inputs. Use of non-approved inputs may result in penalties.

#### Fire Extinguisher System

- Must meet SFI Spec 17.1.
- Minimum 20-pound IHRA-approved fire system required.
- At least 15 pounds must be directed into the engine compartment (nozzles in front of headers).

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- Remaining 5 pounds should go to the driver's area (nozzle at feet).
- Install per manufacturer specs; gauges must be visible.
- Fire activation cables must be routed inside framerail past engine/bellhousing.
- Brackets must be aluminum or steel; carbon fiber bottles are not allowed.
- System must be manually activated (can also use pneumatic or thermal activation).

### Shutoff Device

- Required: Electrimotion Top Fuel Safety Shutoff Controller Kit (models SB001FC, SB002FC, or CM3.0) and Receiver (RF001).
- Must disengage throttle, shut fuel pump, kill ignition, and deploy parachutes when "Wall RF Signal" activates.
- All functions must be data-logged.
- System override only allowed via parachute deployment.
- Other uses of this equipment are prohibited.

### Tow Vehicles

- Full-size vehicles not allowed at the starting line; starting cart required (no larger than a standard golf cart without canopy).
- Full-size chase vehicles are permitted.

### Warm-Ups

- Vehicle must stay fully within pit space during engine warm-up.
- Rear tires cannot extend past trailer.
- If in an end-spot or adjacent trailer doesn't fully block the vehicle, a tow vehicle must be parked beside it during warm-up.
- A pedal stop must limit throttle to 75% open.
- Pneumatic throttle devices are prohibited.

### Jackstands

- Must provide a minimum of 7 inches ground clearance.

## DRIVER

### Arm Restraints

- Mandatory. Refer to IHRA General Regulations Section 10:3.

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### Credentials

A valid IHRA competition license is required. See IHRA General Regulations 10:4.

### Driver Restraint System

- Minimum 7-point harness meeting SFI 16.1 or 16.5 required.
- Belts may not be wrapped around frame rails or chassis tubing.
- All straps must be chassis-mounted per manufacturer specs.
- Brackets must be either welded or bolted; if bolted through chassis tube, bushings must be welded in place.
- Mounting bolts must be in double shear and be shoulder bolt designs.
- All belts must be covered in fire-resistant material.
- Seat belt mounts must be shielded with sheet metal or fireproof material.
- System must be recertified every two years. See IHRA General Regulations 10:5.

### Fresh Air System

- Required: 3000 PSI, 112 cubic inch system.
- Must be built/authorized by helmet manufacturer.
- Helmets must meet FIA, SFI, and/or Snell specs with air system installed.
- Compressed air only, from a constant-pressure supply.
- Bottles must meet DOT 1800-lb spec and be engraved accordingly.
- Secure mounting mandatory; no hose clamps or zip ties. See IHRA General Regulations 9:8.

### Head and Neck Restraint

- Mandatory use of SFI 38.1 approved device from staging to return road.
- Must be properly installed and connected per manufacturer's instructions.
- Device must have a valid SFI label.

### Helmet

- Full-face helmet required (Snell SA2015/SA2020 or FIA 8860-2010, 8859-2015, 8859-2024, 8860-2018).

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- **Mandatory: Eject Helmet Removal System (PN SDR 890-01-30) or Stand 21 Lid Lifter (SFI 3.3).**
- **Chin strap use is required. See IHRA General Regulations 10:7.**

### Protective Equipment

- **Mandatory:**
  - **Driver suit SFI 3.2A/20**
  - **SFI 3.3 long-sleeved shirt and pants**
  - **SFI 3.3/20 gloves and boots**
  - **Glove liners (flame-resistant)**
  - **SFI 3.3 socks, head sock, and 3.3/10 helmet skirt**
  - **One-piece driver suit**
- **An SFI 3.3/20 shoe extending 6" above heel can replace 3.3/20 boot.**
- **Suits must be recertified every 5 years.**