



PRO 632



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Pro 632 is a big-tire category with N/A and nitrous combinations permitted, meeting the specific rules of the category as listed below. Pro 632 is contested on a .400 pro tree and is qualified based off elapsed time, from quickest to slowest. 16 car qualified field, with a professional pairing ladder.

Pro 632 is for full-bodied cars and trucks, side-steer-type vehicles only.

DESIGNATION

PRO632 followed by car number. Number must be at least four inches high. PDRA mandates the class sponsor decals and PDRA decals on all entries, in all classes. If you choose to apply to our contingency program, those decals are required as well and available at the PDRA registration trailer. The sponsor and PDRA decals must be on the vehicle at the time of technical inspection and will stay on the car for the entirety of the event. Contingency stickers also must be on the vehicle at the time of technical inspection and will be viewed before the final round of eliminations for verification by a PDRA official. No minimum weight requirements.

Updated: July 24, 2023

MINIMUM WEIGHT REQUIREMENTS
ALL WEIGHTS INCLUDE DRIVER AT CONCLUSION OF RUN

Small Block, N/A (4.500 Bore Space Max) – Unlimited

Small Block, Nitrous (Stock Bore Spacing) – 2,250 lbs.

AMC/BOP, Nitrous (2-Kits, .032 Max Jet) (Stock Bore Spacing) – 2,350 lbs. (+100)

Big Block, N.A./Stock OEM Bore Space (640 Max CID) – 2,250 lbs.

Big Block, Naturally Aspirated (DRCE) (510 Max CID) – 2,325 lbs.

Big Block, Single Kit (.036 Max Jet) (640 Max CID) – 2,575 lbs. (-25)

Big Block, Dual Kits (2-Kits, .032 Max Jet) (640 Max CID) – 2,800 lbs.

Weight Additions/Deductions

Deduct 25 lbs. Any Single System combinations using 3-speed OEM/Turbo 400 type (non-lockup) transmission. This deduct does not apply to any transmission with external fluid pressure manipulation.

Deduct 25 lbs. **Nostalgia Body Style, see body section for clarification.**

Deduct 75 lbs. Any Single System combination using 2-speed OEM/Turbo 400 type (non-lockup) transmission. This deduct does not apply to any transmission with external fluid pressure manipulation.

Deduct 100 lbs. **Any Single System or Dual System (Under 588 Cu. In.) combination using an OEM type, 2 speed, non-lockup Powerglide transmission.**

Add 25 lbs. Any lock up trans or converter on BB Single .036 jet.

Add 50 lbs. **Any lock up trans or converter on BB Dual System.**

Add 35 lbs. Any hemispherical head (available for N/A only).

Add 15 lbs. **Any nitrous, clutch driven combo using any transmission with more than 3 forward gears.**

Add 25 lbs. Any nitrous, converter driven combo using any transmission with more than 3 forward gears.

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

ENGINE

Any internal combustion engine allowed with any modification. Only one engine may be used. Stock OEM bore spacing for Big Block only (4.840 Chevy, 4.800 Mopar, 4.900 Ford) Engine must be OEM type for configuration claimed. 640 maximum cubic-inch limit on Big Block combinations. DRCE is approved at 4.900 bore spacing with a maximum of 510 cubic inches. Maximum bore spacing for Small Block combinations is 4.400, maximum deck height is 10.200 and maximum cubic inch is 500 CID. For AMC combinations, stock bore spacing is accepted for small block. Harmonic balancer meeting SFI Spec 18.1 mandatory.

COOLING SYSTEM

Radiator permitted, electrically driven fan and water pump is permitted.

CYLINDER HEADS

Billet heads are permitted. Maximum one spark plug per cylinder. Maximum two valves per cylinder. Cylinder heads must retain factory OEM bolt pattern.

ENGINE CONTAINMENT SYSTEM

SFI 7.1 lower engine containment system required. If a flexible 7.1 system is utilized, it must be accompanied by a carbon fiber or aluminum belly pan with a minimum 2-inch vertical lip.

EXHAUST

Automotive type system designed specifically for racing required. Exhaust gasses must be directed out of the body towards the rear of vehicle and away from the driver and fuel system. All removable multi-piece exhaust collectors/stacks must be securely fastened with either an NHRA-accepted header tether, a minimum .050-inch (half-inch) stitch weld located on each primary tube or be permanently attached to the vehicle or frame with positive fasteners (i.e., exhaust hangers, support brackets, bolts/nuts, etc.) such that they require tools for removal.

FUEL

Racing gasoline permitted. The use of nitromethane and/or propylene oxide is strictly prohibited.

WATER INJECTION

Prohibited.

FUEL SYSTEM

No part of the fuel system may be mounted on firewall or in flywheel/flexplate area. If fuel tank/cell is mounted in rear, it must be vented to the outside of the body and equipped with a flash shield to isolate system from the driver compartment. All front-mounted fuel systems must be mounted between framrails and enclosed in a round tube frame, minimum 1-1/4 inches O.D. x .065 chromoly or .118 mild steel tubing. Artificial cooling or heating systems prohibited. Circulating systems, not part of normal fuel-pump system, prohibited.

INDUCTION

Any number and type of carburetors or throttle bodies may be used. Electronic fuel injection is permitted. Two return springs are mandatory. Throttle stops are prohibited.

INTAKE MANIFOLD

A cast or fabricated aluminum intake manifold is required. Plastic or resin based and or molded manifolds are prohibited. A PDRA accepted burst panel is recommended on all vehicles.

LIQUID OVERFLOW

Catch can mandatory for coolant overflow; one-pint (16-ounce) minimum capacity.

NITROUS OXIDE

Permitted. Small Blocks are permitted to run multiple stages (**unless otherwise noted in weight section**) while big blocks are permitted to a single kit or dual kits, both limited to .032 jet sizing. No back drilled jets allowed. (All nitrous jets must be as supplied, unmodified from the manufacture and must be a concentric circle). Push Systems Prohibited. Progressors permitted in all nitrous combinations. Only one nitrous bottle allowed, may not exceed 15 lbs. size. Any method of cooling the nitrous bottle inside the vehicle is strictly prohibited. Any use of open flame for heating of nitrous bottle is grounds for disqualification from the run and or

from the event. PDRA reserves the right to require a “spec jet” for any nitrous oxide combination.

OIL LINES

All flexible-pressure oil lines, excluding return lines and any line 30psi or lower in pressure, must pass a minimum 300psi test for 30 seconds with no indications of separation, weeping, leaking, etc. Competitors may test and tag their own lines. Label must indicate date, psi, and tester ID; label must be impervious to fuel and brake clean. Lines must be tested and tagged within two years. All lines on supercharged alcohol cars must be routed in such a way that they are not directly in line with cylinder head gaskets at the front, rear, or side of the cylinder heads.

OIL SYSTEM

Dry sump permitted.

STARTER

Required. All entries must be self-starting. The use of remote-mounted battery packs permitted for starting purposes only. No push-starts allowed.

SUPERCHARGER

The use of any type of supercharger is strictly prohibited.

THROTTLE

Throttle control must be manually operated by driver’s foot: Electronics, pneumatics, hydraulics, or any other device may in no way affect the throttle operation. See General Regulations 1:12.

TURBOCHARGER

The use of any type of turbocharger is strictly prohibited.

VALVE COVERS

Cast or fabricated metal valve covers required.

REQUIREMENTS & SPECIFICATIONS
DRIVETRAIN: 2**CLUTCH, FLYWHEEL, FLYWHEEL SHIELD**

Flywheel and clutch meeting SFI Spec 1.1, 1.2, 1.3, 1.4, or 1.5 is mandatory. Flywheel shield meeting SFI 6.1, 6.2, or 6.3 mandatory on clutch-equipped cars. Engine combination determines the appropriate specifications. See the appropriate SFI Specification or NHRA General Regulations for the motor plate and bolting requirements.

DRIVELINE

Each end of driveshaft must have round 360-degree driveshaft loops within 6 inches of u-joints. Driveshaft must be covered by 360-degree tube, covering the front u-joint and extending rearward a minimum of 12 inches. Minimum thickness of tube is .050-inch chromoly or titanium. Driveshaft tube must utilize a minimum of four attachment points to the chassis, either bolted with minimum 5/16 SAE bolts, welded, or ¼-inch push/pull pins.

FLEXPLATE

Automatic transmission flexplate meeting SFI Spec 29.1 is mandatory.

FLEXPLATE SHIELD

Flexplate shield or case meeting SFI Spec 30.1 is mandatory. An SFI 6.1 bellhousing is permitted on torque converter assisted planetary transmissions.

REAR END

Aftermarket axles and axle-retention devices are mandatory. Welded spider gears are prohibited. Wheel studs must be 5/8-inch minimum. Aftermarket full-floating or live axle assembly permitted. Independent rear suspension is prohibited.

TRANSMISSION

Any transmission may be used; however, vehicle must employ positive system to disengage from final drive. All automatic transmissions must have an operational neutral safety start switch and reverse lockout device. All pressurized units must utilize flexible hoses pressure tested to 300psi and be clearly labeled as passing the testing process or steel lines and AN fitting to connect with accessory coolers. A minimum 1/8-inch pipe connection using high-pressure line vent to overflow tank (minimum 1-pint capacity) is mandatory.

TRANSMISSION SHIELD

A one-piece transmission shield or case meeting SFI Spec 4.1 is mandatory on all automatic and planetary transmissions.

REQUIREMENTS & SPECIFICATIONS**BRAKES & SUSPENSION: 3****BRAKES**

Four-wheel brakes are mandatory with dual master cylinder mounted above framerails on all entries. Steel brake lines are mandatory.

STEERING

If removable steering wheel is used, commercially available quick-disconnect steering wheel adapter meeting SFI Spec 42.1 is mandatory.

WHEELIE BARS

Permitted. Wheels must be non-metallic.

REQUIREMENTS & SPECIFICATIONS**FRAME: 4****BALLAST**

Permitted.

CHASSIS

All cars must use a full frame that meets SFI Spec 25.1, 25.2 or 25.3 that run 4.499 and quicker. Cars running 4.50 and slower must meet application SFI Specification (25.1, 25.2, 25.3, 25.4 or 25.5) for body/chassis design. Must have current PDRA or NHRA serialized sticker affixed to the cage before participation.

ROLL-CAGE PADDING

Roll-cage padding meeting SFI Spec 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components.

GROUND CLEARANCE

Minimum 3 inches required from the front of the car to 12 inches behind axle centerline, 2 inches for remainder of car except for oil pan and exhaust system.

PARACHUTE

Required. Cars running in excess of 200mph must use dual parachutes.

WHEELBASE

Minimum 90 inches. Maximum wheelbase variation from left to right: 1 inch.

REQUIREMENTS & SPECIFICATIONS

TIRES & WHEELS: 5

TIRES

Must be automotive type, designed for racing.

WHEELS

Each car in competition must be equipped with automotive-type wheels, designed for racing. SFI Spec 15.1 rear wheels with beadlocks or liners mandatory on any vehicle that runs 4.10 and quicker or 170 mph and faster.

REQUIREMENTS & SPECIFICATIONS

INTERIOR: 6

UPHOLSTERY

Optional. Pour in seat recommended.

WINDOW NET

Window net meeting SFI Spec 27.1 is mandatory.

REQUIREMENTS & SPECIFICATIONS

BODY: 7

BODY

Must be full-bodied vehicle (trucks, vans, wagons permitted) with two functional doors. Front overhang limited to 45 inches from center of front spindle unless stock OEM is longer.

FIREWALL

Required. Each car in competition must be equipped with minimum .024-inch steel or .032-inch aluminum firewall.

FLOOR

Minimum .024-inch steel welded in on driver's side from firewall to rear crossmember. Remainder .032 aluminum, .024-inch steel or PDRA/NHRA-accepted carbon fiber.

HOOD SCOOP

Permitted. Maximum height of 15 inches. Measured from flat portion of hood to top of opening.

NOSTALGIA BODY STYLE

The following body styles may deduct 25 pounds from their minimum weight: 1937-1938 Chevy, 1937-1942 Willys, 1949-1950 Mercury, 1953-1959 Studebaker, 1953-1962 Corvette, 1955-1957 Chevrolet, 1955-1957 Buick, 1968-1972 Chevelle. Full size truck bodies (Silverado, F-Series, Ram, etc.) are also eligible for the body deduction.

WINDSHIELD/WINDOWS

Required. The side door windows on all entries that utilize nitrous oxide must have a minimum 4-inch-diameter opening adjacent to the driver.

SPOILERS/WINGS

Non-OEM airfoils or wings permitted; must be permanently attached to frame or roll cage; nonadjustable during run, a positive locking device to prevent movement is mandatory.

REQUIREMENTS & SPECIFICATIONS**ELECTRICAL: 8****BATTERIES**

All batteries must be securely mounted.

IGNITION

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 to function as a down-track RPM controller, prohibited. All wiring associated with the ignition system must be fully visible, labeled and traceable.

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 ignition system must be fully visible, labeled and traceable. All removable or pin-type timing devices are prohibited.

MASTER CUT-OFF

An external "push / pull" master electrical cut-off switch is required. "Push" must be the action for shutting off the electrical system, "pull" to turn it on. The off position must be clearly indicated on all cars.

TAILLIGHTS

One functional taillight is mandatory. Flashing, blinking, or strobe lights are prohibited.

**REQUIREMENTS & SPECIFICATIONS
SUPPORT GROUP: 9****DATA RECORDER**

Permitted. Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. Data recorder may not be activated by the throttle, clutch, brake, etc. Must be activated by a separate switch or with RPM control. Data may be reviewed (printout, replace, etc.) only after the run.

FIRE EXTINGUISHER SYSTEM

Mandatory on all cars. Minimum 5-pound NHRA/PDRA-accepted system. System must be divided with a minimum of one nozzle directed into the driver compartment and minimum one nozzle directed into the engine compartment.

TOW VEHICLES

Permitted. Tow/push bars must be labeled with reflective tape and/or bright color or striping for safety precautions.

**REQUIREMENTS & SPECIFICATIONS
DRIVER: 10****CREDENTIALS**

NHRA or PDRA competition license is required.

DRIVER RESTRAINT SYSTEM

Driver restraint system meeting SFI Spec 16.1 or 16.5 is mandatory. Restraint system must be updated at two-year intervals from date of manufacture.

HELMET

Full-face helmet meeting Snell SA2015 or SA2020 mandatory; shield is mandatory (goggles are prohibited). Shield must be in the down position once pre-staged.

NECK COLLAR/HEAD AND NECK RESTRAINT DEVICE/SYSTEM

A head and neck restraint device/system meeting SFI 38.1 mandatory and must display a valid SFI label. At all times that the driver is in the race vehicle, from the ready line until the vehicle is on the return road, driver must properly utilize an SFI 38.1 head and neck restraint device/system, including connecting the helmet as required for full functionality of the device. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions and must be configured, maintained and used in accordance with the manufacturer's instructions. Modification of the device is prohibited. An SFI 38.1 head and neck restraint device can be used with, or without, a neck collar; when a neck collar is not used, an SFI 3.3 head sock or SFI Spec 3.3 skirted helmet is required.

PROTECTIVE CLOTHING

All Pro 632 entries are mandated to be equipped with a jacket and pants or suit meeting SFI Spec 3.2A/15, gloves meeting SFI Spec 3.3/5 and boots/shoes meeting SFI Spec 3.3/5. Naturally aspirated entries running slower than 4.29 can be equipped with a 3.2A/5 driving suit.

RF SHUTDOWN RECEIVER

Properly functioning Electrimotion shut-off device (Part # SB001 and RF001) recommended. PDRA will utilize Electrimotion safety shut-off device at all PDRA national events.