



EXTREME PRO STOCK



Extreme Pro Stock

Extreme Pro Stock is for naturally aspirated entries only, meeting the specific rules of the category as listed below. Extreme Pro Stock (XPS) is contested on a .400 pro tree and is qualified based off of elapsed time, from quickest to slowest. 16-car qualified field with a professional pairing ladder.

DESIGNATION/DECALS

All entries are required to have car number and class designation (XPS) on the vehicle. Number must be at least four inches high and located on windshield, rear window and both side windows. 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.

All rules are subject to change at any time given the sole discretion of the PDRA Technical Services Department.

Updated: January 19, 2023

MINIMUM WEIGHT REQUIREMENTS ALL WEIGHTS INCLUDE DRIVER AT CONCLUSION OF RUN

Extreme Pro Stock, equipped with Lenco Transmission – 2,400 lbs.
Extreme Pro Stock, equipped with Liberty Transmission – 2,400 lbs.

Weight Additions/Reductions:

- Add 15 lbs. for 16x18-Inch Rear Wheels

REQUIREMENTS & SPECIFICATIONS

ENGINE: 1

CARBURETION

Limited to any two 4-barrel carburetors. American automotive carburetors available to the general public with any internal modifications. Carburetors may be split.

CYLINDER HEADS

Cylinder heads must be configured after OEM or PDRA accepted pattern, contain OEM or aftermarket factory casting number, logo, and must be available to the general public. Heads must be aluminum or cast iron. No billet materials, magnesium or other materials allowed. Maximum of two (2) valves and one (1) spark plug per cylinder.

ELECTRONIC FUEL INJECTION

[List of Approved EFI and Data Logging Systems in Section 11 of rulebook.](#)

Permitted. EFI controller manufacturer, model, firmware and software must be approved for use by the PDRA Technical Services Department and must be commercially available to all competitors prior to use in competition. Maximum of 16 injectors placed in any location above the cylinder head. EFI controller must operate in an open loop configuration with no connection to oxygen sensor or EGT sensor. EFI controller is stand alone, fuel only with RPM signal provided from crank and/or distributor trigger separate from the ignition trigger. EFI controller can have output to data logger only. Wiring harness cannot contain provisions for oxygen sensors and must have specific part number approved by the PDRA Technical Services Department prior to use in competition. EFI controller can only send data to data logger, not receive. EFI controller cannot monitor any performance criteria of the vehicle including acceleration, drive shaft, wheel speed, track position, etc. The only sensors to be utilized and/or monitored with the EFI controller are coolant temperature, fuel pressure, IAT (inlet air temperature), MAP (manifold air pressure) and TPS (throttle position sensor). Competitors may utilize either two 4-blade or four 2-blade throttle bodies. Throttle bodies must be installed with throttle blades in a horizontal location. Forward facing throttle bodies are not permitted. Throttle bodies must be production units commercially available to all competitors prior to use in competition. Intake manifold must be of conventional design with no active components (i.e., runners). Inlet air must be drawn from a single opening, forward facing hood scoop of conventional design. EFI and carburetor cannot be combined on an intake manifold.

ENGINE

Internal combustion, reciprocating, naturally aspirated, single camshaft, 90-degree V-8 automotive-type mandatory. Crankshaft centerline must

intersect cylinder bore centerlines and be symmetrical. Cubic inch is limited to 833 CID Hemi and 843 CID on Wedge entries, no tolerance. Blocks may be aluminum or cast iron. No magnesium or other materials allowed. One distributor maximum. Only one crank or cam (Hall Effect) type sensor permitted and must be connected to ignition control module only. Maximum 5" bore spacing. Every engine must have an individual Serial No. given by engine builder. The Serial No. must be in a clearly visible place on the cylinder heads and block. All moving engine components must be accepted prior to utilization. Additionally, the use of beryllium, carbon fiber/kevlar, ceramic, or composites are prohibited from use on these components. The rod and main bearing assemblies must be of conventional sleeve design.

ENGINE CONTAINMENT SYSTEM

SFI 7.1 lower engine containment system required. If a flexible SFI 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

Open exhaust with headers mandatory. Side exit exhaust systems prohibited. All removable multi-piece exhaust collectors/stacks must be securely fastened with either an NHRA-accepted header tether, a minimum ½" (half-inch) stitch weld located on each primary tube or be permanently attached to the vehicle body or frame with positive fasteners (i.e., exhaust hangers, support brackets, bolts/nuts, etc.) such that they require tools for removal.

FUEL

All entries must utilize VP Racing Fuels' Q16 only. The use of propylene oxide, nitrous oxide, methanol, nitromethane, or any other additive is prohibited.

FUEL SYSTEM

One SFI 28.1 front-mounted fuel cell mandatory, with pressure cap be vented outside of body. Trunk mounted fuel system prohibited. Fuel circulating systems that are not part of the fuel system are prohibited. All fuel cells must be mounted between frame rails and protected by 1-1/4-inch x .065-inch chrome-moly tubing.

OIL LINES

All oil pressure lines must pass a minimum pressure test and be clearly labeled as passing the testing process.

RADIATOR

Full size automotive radiator in front location with one water pump mandatory. Remote mounted water pump permitted.

REQUIREMENTS & SPECIFICATIONS
DRIVETRAIN: 2**CLUTCH**

SFI Spec 1.2 Clutch Assembly required. Release bearing engagement/disengagement must be manually operated by the driver's foot. The use of electronics, pneumatics, hydraulics, or any other device is prohibited from affecting clutch operation. Lock up units prohibited as all

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clutch levers must attached to the pressure ring. Clutch assembly must be contained in an SFI 6.1 or 6.3 bellhousing.

DRIVELINE

Full 360-degree drive shaft tube required over yoke, extended from transmission tail shaft a minimum length of 12-inch required from transmission tail shaft. Minimum thickness of tube housing is .050-inch chrome moly or titanium. Two-piece accepted with minimum six (6) 3/8-inch grade 8 bolts.

FLYWHEEL SHIELD

SFI 6.1 or 6.3 with current certification. See SFI 6.1 or 6.3 for motor plate requirements.

REAR END

Automotive type required. Aftermarket axles required with 5/8-inch stud bolts and axle retention device. Welded spider gears prohibited. Full floating or live axle assembly is optional.

TRANSMISSION

Only two permitted (Lenco or Liberty). Automated shifters and electronic timed shifters are prohibited. Multi-functional single button shifters prohibited. If a pneumatic shifter is used, each shift must be activated by its own individual control button. Routing of pneumatic shifter lines must be PDRA accepted prior to competition. All pneumatic shifter lines act independently and not a result of or activate other air or electric systems on the entry. Torque converter equipped automatic transmissions prohibited.

REQUIREMENTS & SPECIFICATIONS

BRAKES & SUSPENSION: 3

BRAKES

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

SUSPENSION

Full automotive production systems are required. Minimum, one hydraulic shock absorber per wheel. Fabricated units permitted. Lightening of stock components prohibited. Rigid mounted suspensions or straight front axles are prohibited.

WHEELIE BARS

Permitted. Non-metallic wheels required. Maximum length of wheelie bar of 80-inches from center of housing to center of wheelie bar wheel.

REQUIREMENTS & SPECIFICATIONS

FRAME: 4

BALLAST

250 lbs. maximum. Shot bags must be contained in weight box. Ballast attached on or in front of the forward cross member is limited to 40 lbs. maximum, including bracket. The bracket may not exceed 12" in length,

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measured from the cross member, attached with a minimum of (4) 1/2" bolts. The maximum distance from the front of the bracket to the front of the motor plate is 36". Any car found with unsecured or illegal ballast following a run will be disqualified from the event at discretion of the PDRA Technical Services Department.

CHASSIS

SFI 25.1 E certification required. When an event is contested at a NHRA Member track, only PDRA or NHRA chassis certification will be permitted.

DRIVER

Must be in stock location. Driver's seat to be no less than 24-inches from center of rear axle to seat back (where shoulder harness passes through).

ENGINE SETBACK

Maximum setback is 80.125-inches as measured from the center of the rear axle to the back of the engine block. Modifications to the block that would permit additional setback are prohibited.

GROUND CLEARANCE

Minimum 3-inches from front of car to 12-inches behind centerline of front axle, 2-inches for remainder of car.

STEERING

Stock-type steering in conventional location required. Minimum steering wheel outside diameter is 12-inches. SFI 42.1 disconnect is mandatory.

WHEELBASE

Minimum 100 inches, Maximum 105 inches. Maximum variation is 1-inch, side to side.

REQUIREMENTS & SPECIFICATIONS

TIRES & WHEELS: 5

TIRES

Slicks permitted. Must be automotive type designed for racing. All tires must have manufacturer, model and size information clearly designated if used in competition. Clearance from outside of front tire to inside of fender at widest point not to exceed 4". Rear tire clearance 3" from outside of tire to inset of fender at widest point. Inner liners accepted. No Radial Tires allowed.

WHEELS

SFI 15.1 bead-lock rear wheels mandatory. **Maximum width 18"**.

REQUIREMENTS & SPECIFICATIONS

INTERIOR: 6

SHEET METAL

Driver-compartment interior must be aluminum, steel or PDRA/NHRA-accepted carbon fiber or fiberglass. Magnesium prohibited.

UPHOLSTERY

All seats must have minimum 24-inch-high seat backs. Seat frame of chromoly tubing must be installed as a permanent part of the chassis. "Wrap around" type seat or fiberglass one-piece bucket accepted. Dash board exterior appearance must be retained: replicas of original allowed. Head liner optional; area must be painted if headliner is not used. Driver's seat foamed with energy absorbing material, formed for the driver and covered with flame retardant material is required. Lateral helmet supports required.

WINDOW NET

SFI 27.1 required. Must be updated at 2-year intervals from date of manufacture.

REQUIREMENTS & SPECIFICATIONS

BODY: 7

APPEARANCE

All vehicles must be professionally finished, painted, lettered, numbered and decaled.

BELLY PAN

Required. Must extend beyond leading edge of engine and accessories and incorporate a 2-inch vertical lip on the front edge of all units.

BODY

Must be 2000 or later model year factory produced 2 door coupes and sedans. Sports cars, sedan deliveries and trucks prohibited. Original OEM body shell or PDRA accepted composite replacement required. Chopping, channeling, sectioning, or other alterations to contour, length or width are prohibited. All composite replacement parts must be PDRA accepted and exact duplicates of OEM components and may not be modified. The front end may be lengthened in the cowl area to facilitate body relocation and wheelbase modifications. The maximum front-end overhang on all entries is 45 inches.

BUMPERS

Stock or composite duplicates required front and rear, may be molded into body. Bumpers must be of original size and shape.

DOORS

Doors must be functional from inside and outside. Exact duplicates in fiberglass or carbon fiber permitted. All entries must incorporate a metal deflector between the fenders and the leading edge of the doors.

FIREWALL

Moving stock firewall rearward for engine installation permitted. Replacing stock unit with one of .024-inch steel or .032-inch aluminum allowed; Magnesium prohibited.

FLOOR

Replacing stock floors with .024-inch steel or .032-inch aluminum allowed. Replaced floors must be stock in appearance and location. Driver's side floor pan must be steel and must extend from firewall to rear of driver's seat and must be welded in place. Chassis, frame and drive line must be below floor. Rear floor may not be higher than 8-inches above door sill.

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Belly pan mandatory between the center frame rails extending from the rear to the front cross member or to the bell housing. All pans must be designed to facilitate fluid retention. If belly pan is utilized, the drip pan or secondary oil retention blanket is not required.

GRILLE

Grille must be full stock production for body used and visible from front. May have covering over back of grille to prevent air passage. Any factory accessory package must be accepted by PDRA, i.e., spoilers, air dams, etc.

HOOD AND HOOD SCOOP

Hood and or hood scoop limited to one opening only. The highest point of the hood scoop may not exceed 15" in overall height above the original hood surface, measured from the leading edge of the scoop. Must be finished and painted to follow body paint scheme. Hood must be stock size with no bubbles. Cowl section may be molded to hood. A minimum of four fasteners must be used on the leading edge of all lift-off hoods. Sensors, lines, or wires, etc. are prohibited from being in hood scoop.

PARACHUTES

Dual parachutes required. Separate shroud-line mounting points with ½-inch sleeved grade-8 bolts required. Safety pins must be red flagged and must be removed prior to burnout.

STREET EQUIPMENT

Complete stock seal beam head light lenses or accepted replica and stock tail light lenses in original factory location required. Any other street equipment which does not affect external appearance may be removed. Side marker lights optional. Operational tail light required and must be controlled from the driver's compartment.

SPOILERS

Rear spoilers must measure between 14-inches to 17-inches, measured from the body line at spoiler transition point to the tip and may have no less than 0 degrees from horizontal. May not be molded into deck lid. All spoilers to be painted to match paint scheme. Rear of chute pack cannot be forward of rear tip of spoiler. Roof-mounted spoilers prohibited. Air foils prohibited. Any front spoiler used must have been factory available for body used. Spoiler outside of deck lid opening may not exceed 8-inches wide. Spill plates may be no more than 6-inches high and 26-inches long. Spill plate may not be molded to the quarter panel. A straight edge will be placed on the spoiler, perpendicular to the centerline of the car and level to the ground. Distance between level and lowest part of spoiler can be no more than 2-inches. A wicker bill must be attached across the entire trailing edge of the spoiler. It must be constructed and attached in a way that will prevent air from passing under or through the unit. Wicker bill must be 90 degrees from top of horizontal plane and a minimum of ¼-inch high and a maximum of 1-inch high.

WHEEL WELLS

Rear, must be separate for each tire.

WINDSHIELD AND WINDOWS

Full windows required, .125-inches polycarbonate materials, such as Lexan MR 4000, allowed. Must match original contour and shape, and mount in stock location. No bubbles in side windows for tire clearance. Windows

must be closed, need not be operative. Cutting and/or notching windshield permitted if covered by hood scoop.

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

Maximum of two (2) batteries is permitted. Battery must be securely fastened. Must have an operational external master electrical shutoff marked, "PUSH OFF."

IGNITION

Aftermarket electronic ignition boxes may not be modified from factory specifications. If digital ignition system has internal programmable retard functions, all the external wires that can activate similar functions must be clearly disconnected and removed from the wiring harness. (Ex. MSD 7530, 7530T and 75301 (pink, tan, violet and white wires). MSD 7730 power grid system allowed provided the MSD 7720 (Ignition Module), MSD 7740 (4 connector CAN-Bus Hub) and /or MSD 7751 (Launch Control Module) are the only products used to complete the ignition system. The 5 individual step retard wires (pink, violet, tan, light green and green) must be clearly disconnected. Any electronic traction control device prohibited.

MASTER CUT-OFF

Mandatory.

TAILLIGHTS

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

REQUIREMENTS & SPECIFICATIONS**SUPPORT GROUP: 9****COMPUTER**

Permitted.

DATA RECORDER

Permitted.

FIRE EXTINGUISHER SYSTEM

SFI 17.1 system mandatory. System must contain a minimum of 5-pounds of fluid or gas fire suppression agent. One nozzle required inside driver's compartment must be directed at driver's feet. Two or more nozzles must be directed at front of engine and fuel cell.

TOW VEHICLES

Permitted. Tow/push bars must be labeled with reflective tape and/or bright color or striping for safety precautions. A valid driver's license is required to operate any type of tow vehicle. All passengers must be seated inside of the vehicle with all doors closed. Riding in open hatchback, trunk or cargo area is not allowed. ATVs are allowed with a maximum of one passenger who must always be seated. Golf carts are allowed with a maximum of four passengers who must always be seated. Posted pit

speeds must always be obeyed. If pit speed is not posted, maximum pit speed will be 10 miles per hour.

REQUIREMENTS & SPECIFICATIONS

DRIVER: 10

CREDENTIALS

NHRA or PDRA competition license is required.

DRIVER RESTRAINT SYSTEM

SFI 16.1 current certification required, 7-point system recommended.

HEAD AND NECK RESTRAINT

SFI 38.1 required. An aluminum or PDRA accepted carbon-fiber skid plate located above driver's head is recommended.

HELMET

Snell SA-2015 or newer required. Use of open face helmet prohibited. Eject Helmet Removal System (Part # SDR 890-01-30) or equivalent required.

PROTECTIVE CLOTHING

A driver's suit meeting SFI Spec 3.2A/15, gloves meeting SFI 3.3/5 and shoes meeting SFI 3.3/5.

RF SHUTDOWN RECEIVER

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

ROLL BAR PADDING

SFI 45.1 mandatory anywhere driver's helmet may come in contact with roll-cage components. Additional padding mounting on flat stock and fastened to the roll cage on both sides of the driver's helmet, mandatory.

REQUIREMENTS & SPECIFICATIONS

EFI/DATA LOGGING APPROVED LIST: 11

Big Stuff 3

EFI Technology – R8

FuelTech

Haltech – TBA

Holley EFI – TBA

RacePak