

Modular Xtreme

CLASS OVERVIEW

Modular Xtreme is a 1/8 mile racing class for outlaw style modular powered vehicles. Any non-tube chassis mustang with a late-model modular based V8 overhead-cam engine.

RACING FORMAT

NHRA Sportsman Ladder .400 Pro tree, Heads-Up, 1/8 mile,

MINIMUM BASE WEIGHTS WITH DRIVER

ENGINE	BASE WEIGHT
Nitrous	2900
Single F1X/XB105 Supercharger	3150
Single 4.7L Supercharger	3050
Single 76mm Turbocharger	3000
Single 85mm Turbocharger	3100
Single 88mm Turbocharger	3150
Single 94mm Turbocharger	3200
Single 98mm Turbocharger	3250
Twin 64mm Turbochargers	3200
Twin 76mm Turbochargers	3400

ENGINE

Modular based 2 valve, 3 valve or 4 valve 4.6/5.0/5.4/5.8 V-8 Ford engine.
Internal modifications are permitted

COOLING SYSTEM

Radiator optional, water pump and cooling fan/fans optional; Engine Cooling system can be contained in a non-stock location. Radiator support may be modified or removed. Inner fender wells in front of the strut towers may be removed.

EXHAUST

Any header or exhaust combination allowed

FUEL-DELIVERY SYSTEM

Any mechanical or electric fuel system ok. Fuel cells allowed in engine compartment.

FUEL

All fuels permitted.

NITROUS

All Nitrous systems permitted.

OILING SYSTEM

Wet or Dry permitted

INTERCOOLERS AND ICE BOXES

Air intake coolers and/or ice boxes allowed in non-stock locations

REAR END

Any 8.8 or 9 inch Ford rear end allowed

TRANSMISSION

Any automatic or manual transmission permitted

K-MEMBERS

Aftermarket K-Members permitted, but must attach to the chassis using only the original factory OEM type mounting bolts in the factory mounting location. Motor plates and mid-plates ok. No part of the K-member may be permanently attached to the chassis. K-member may be modified in oil pan area to allow oil pan enlargement or removal.

CONTROL ARMS

OEM or tubular stock type control arms required which must be attached in stock location

SHOCKS/STRUTS/SPRINGS

OEM or aftermarket shocks/struts/springs permitted. May use coil overs.

STOCK TYPE SUSPENSION

All stock type 3-link and 4- link suspensions may modify stock lateral angles and attachment points. Aftermarket torque arms permitted. Stock type suspension may utilize aftermarket, direct replacement type suspension components including aftermarket replacement shocks, springs, coil overs and/or control arms. Panhard bars permitted, Torque arms permitted, Wishbones permitted

MINITUB

Permitted.

WHEELIE BARS

Prohibited

FRAME

Frame rails may be altered forward of the strut towers ONLY. Sub-frames may be joined under car. If connector protrudes through floor, floor must be completely welded to connector. Stock front /rear sub-frames must remain stock, and in stock location. Rear frame rails may be notched for tire clearance. Factory wheelbase must be maintained.

TIRES

Tires: 275 radial or 10.5 slick (non-W)

WHEELS

Spindle mount wheels allowed

BODY

OEM steel (fiberglass/composite if OEM equipped) body shell required. Aftermarket body parts are permitted as long as factory appearing and are limited to hoods, front bumper covers, fenders, doors, and rear deck lids. Hood is required. Any rear wing permitted.

WINDSHIELD & WINDOWS

OEM glass or NHRA approved Lexan is required and must maintain a Ford OEM appearance. Optic Armor windows are ok. Braces allowed. If carbon fiber/fiberglass doors are used Lexan windows with supports allowed.

FIREWALL

Stock firewall required

ELECTRONICS

Trans brake, 2 step, and aftermarket ECU permitted

DRIVER

The driver when in the vehicle, from the ready line until the vehicle is safely stopped on the return road, is required to have all safety restraint systems (including the helmet) on and be securely fastened in the vehicle at all times

CRENDENTIALS

A Valid state or government issued driver's license beyond a learner/s permit level is mandatory for cars running 10.00 or slower. A valid NHRA competition license is mandatory for cars running 9.99 or quicker, at a NHRA Member Track. A valid NHRA or an IHRA competition license is mandatory at an IHRA Member Track.

Note: It is ultimately the competitor's responsibility to familiarize themselves with the NMRA class requirements as well as all NHRA safety requirements. The competitor agrees they bear the ultimate responsibility when it comes to safety and how it complies with the NMRA and NHRA rulebooks. The competitor also agrees that no one else other than the competitor is in the best position to know about how their particular racecar has been constructed and how to safely operate it.