

Updated 11/12/2026

OUTLAW PRO MODIFIED

OVERVIEW

The framework of the Outlaw Pro Modified Rules and Regulations was proposed and agreed upon by various series and event officials on: 9/28/26. The Outlaw Pro Modified races strictly adheres to the safety and race procedure standards and guidelines of the National Hot Rod Association (NHRA). The 2026 NHRA Rulebook is available for download by clicking here: NHRA 2026 Rulebook

WEIGHT MINIMUMS

DUAL POWER ADDERS PROHIBITED.

NITROUS OXIDE

- **910ci or less – 2,300 lbs.**
- **911ci or Greater – 2,350 lbs.**
- Add **15 lbs**. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.
- 5.300-inch maximum bore spacing, 12.6-inch maximum deck height.

CENTRIFUGAL SUPERCHARGER

- **Big Block Centrifugal Supercharger w/o Lock-Up – 2,660 lbs.**
- **Big Block Centrifugal Supercharger w/ Lock-Up – 2,710 lbs.**
- **Small Block Centrifugal Supercharger w/ Lock-Up – 2,425 lbs**
- **Diesel Centrifugal Supercharger -2500lbs**

- The maximum specification for the compressor wheel tip to tip is limited to 140.99mm inducer diameter. Measurement will be taken at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the Supercharger must pass through a single inlet opening. Exducer backing plate and blade tip-to-tip dimensions may not exceed 188.99.
- No Centrifugal Supercharger entry with any gear drive or blower that is not readily available for immediate sale and delivery at least 21 days before race.
- No test/prototype model of any kind allowed.
- Deduct 50 lbs. for ProCharger F3R-136. ProCharger F4X-136 not eligible for deduction.
- Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.
- It is required that all Centrifugal Supercharged entries have a ballistic blanket installed on the compressor housing.

ROOTS SUPERCHARGER

- **Big Block Roots Supercharger w/o Lock-Up – 2,445 lbs.**
- **Big Block Roots Supercharger w/ Lock-Up – 2,495 lbs.**
- Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

SCREW SUPERCHARGER

- **Big Block Screw Supercharger (C-Rotor, Max 92% O/D, w/o Lock-Up) – 2,615 lbs.**
- **Big Block Screw Supercharger (C-Rotor, Max 92% O/D, w/ Lock-Up) – 2,665 lbs.**
- **Small Block Screw Supercharger (C-Rotor, Max 82% O/D) (No Lock-Up) – 2575 lbs.**
- **Small Block Screw Supercharger (C-Rotor, Max 82% O/D) (Lock-Up) – 2625 lbs.**
    - Billet Screw Supercharger Combo +35 lbs
    - Must be current SFI 34.1 certified.
    - Must have current SFI 14.21 ballistic supercharger blanket and restraints.
    - Must have SFI 23.1 burst panel in addition to any panel on the Supercharger.
    - No third-party modifications
- Screw Supercharger modifications – internal coating of case and rotors is allowed. No internal modifications allowed. Grinding, drilling, milling or alteration to any part of the internal cavity of the blower case, bearing support or back cover is strictly prohibited. Any internal modification to the as manufactured screw blower will void the SFI certification and deem the product illegal for competition. SFI certification decal(s) shall be current, intact, and available for inspection.

- Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

TURBOCHARGER

- **Big Block Twin-Turbocharger (98mm w/o Lock-Up) – 2,600 lbs.**
- **Big Block Twin-Turbocharger (98mm w/ Lock-Up) – 2,650 lbs.**
- **Small Block Turbocharger (122mm, w/ Lock-Up) – 2,150 lbs.**
- **Small Block Turbocharger (131mm, w/ Lock-Up) – 2,250 lbs.**
    - **Turbocharger must comply with the following measurements:**
    - No modifications permitted, the unit must remain unmodified from manufacturer.
    - **Compressor**
    - Compressor Inducer: 98.9 mm
    - Compressor Exducer: 150.9 mm
    - No surge slot/map groove/map width enhancement permitted. Compressor cover must be smooth bore
    - Inspection tool must be able to capture a minimum of .250 of the compressor inducer leading edge
    - Compressor inducer leading edge must protrude .250/1/8th inch into the compressor housing
    - Maximum compressor cover bore diameter is 100.9 mm
    - Compressor cover ballistic blanket required
    - **Turbine**
    - Turbine Inducer: 125.5 mm
    - Turbine Exducer: 113.5 mm
    - Compressor hub nut diameter minimum is .750" (place holder)
    - Turbine retention nut diameter is a minimum of .925" (place holder)
    - No boreless shaft turbochargers permitted
    - Turbine housing cross bolts are mandatory grade 5 or better within 1 inch of turbine discharge

- All turbochargers must have cross bolts in the exhaust to prevent the turbine from discharging in the event of a failure. Cross bolts are to be 3/8" grade 5 minimally and mounted within 1" of the turbine discharge flange.
- Add 25 lbs. for transmission with four (4) or more forward gears – converter-driven combinations only. Addition does not apply to clutch combinations.

6 CYLINDER

- **Turbocharger (no restrictions) – 2100 lbs.**
- **W/Nitrous Oxide – 2200 lbs.**

BODIES

The following nostalgia body styles may deduct 25 pounds from their minimum weight: 1937-1938 Chevy, 1937-1941 Willy's, 1949-1950 Mercury, 1953-1959 Studebaker, 1958 Plymouth Fury,1953-1982 Corvette, 1955-1957 Chevy or Buick, 1964-1970 Mustang, 1968-1972 Chevelle (GM A Body), 1968-1972 Nova, and 1970-1973 Mopar Cuda

- Steel roof and quarter entries may deduct 35 lbs.
- Nostalgia and steel rood & quarter weight deductions cannot be combined.

Regardless of weight additions, no combination will be greater than 2,800 lbs.

FUEL

Racing gasoline and methanol permitted. The use of nitro methane, nitroparaphins and/or propylene oxide is strictly prohibited.

WHEELS

Wheels meeting SFI Spec 15.1 or 15.3 with bead locks or liners mandatory. Maximum width of **19-** inches. Modification and/or lightening prohibited. Wheel discs or covers are prohibited.

TIRES

Bias ply slicks only. Radial tire construction prohibited.

ENTRY / REGISTRATION PROCESS

The Outlaw Pro Mod utilizes online registration. Competitors are required to purchase race credentials online prior to the start of the event. No tech cards will be sold at the gate. Credentials can be picked up at Registration upon entry to the facility.

PIT VEHICLES

All pit vehicles entering the facility must display race vehicle number and class designation on both sides of the vehicle. Every pit vehicle entering the racing facility must be assigned to; and is the responsibility of; the competitor of an entered vehicle in Outlaw Pro Mod competition. The competitor will assume full legal responsibility for any damage to property (or other damages) caused by pit vehicles bearing their competition number, whether the driver is operating a pit vehicle or not. Pit vehicles may be operated from "Gate Opening" until two hours after competition ends each day. Pit vehicles in operation after this period may be impounded until after the event is completed. Motorized or Electric Skateboards, Roller Blades, Roller Skates. Push Scooters, and other vehicles of this type are STRICTLY PROHIBITED from the pit and restricted areas. Operators of pit/support vehicles must be 16 or older and have a valid driver's license. All vehicles are limited to a 10mph speed limit. Pit vehicles will be impounded, until after the event is completed, for any infraction of above rules, reckless operation of pit vehicle or any operation deemed inappropriate or unsafe by Outlaw Pro Mod Staff or facility officials. The driver of the entered vehicle may be disqualified from competition, fined and/or removed from the property for failing to comply.

PROPER USE OF SAFETY EQUIPMENT

Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage. The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shield and removal of any safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle comes to a complete stop on the return road. Fire bottle safety pins/clips must be removed from fire suppression controls from the time the vehicle enters the water box until the vehicle comes to a complete stop on the return road. Fresh air systems must be on and providing airflow to the driver's helmet from the time the vehicle leaves the ready line until the vehicle is on the return road. Violators will be subject to disciplinary action in the sole and absolute discretion of Outlaw Pro Mod Director of Tech/Competition.

TECHNICAL INSPECTION

Prior to competition, all cars and drivers must pass Drag Illustrated Winter Series (DIWS) technical inspection. Prior to technical inspection, competitors are required to fill out the DIWS Competitor Registration Form with 100-percent accuracy, including exact engine displacement. Any false information on an Outlaw Pro Mod Competitor's Registration Forms(s) is grounds for disqualification and removal from the Series or Event. During the initial tech procedure, technical staff reserves the right to inspect any and every portion of the competing vehicle to ensure rules compliance, including teardowns, weight checks, displacement verification, etc. Do not enter your vehicle for competition if you are not prepared to prove the legality and compliance of your vehicle. Prior to, during, and after the qualifying and/or eliminations, tech reserves the right to inspect, seal, impound, and/or teardown any racer's vehicle for any reason or impound any vehicle and/or parts as deemed necessary. Refusing teardown inspection and/or disassembly can result at minimum in the disqualification of the vehicle from competition, and immediate removal of the vehicle, owner, and crew from the racing facility. Any engine, transmission, or power adder (e.g., turbo, supercharger, nitrous etc.) change that occurs following the initial tech process and during qualifying or eliminations must be reported to the Technical Department for proper inspection before any further qualifying or elimination passes are made. Failure to follow this procedure may result in the disallowance of the qualifying or elimination run. Prior to

competition, all vehicles and driver equipment must undergo a technical inspection. Outlaw Pro Mod Tech Staff and Director makes no representations, warranties, or assurances that a technical inspection will:

1. Detect any problem with a vehicle or a driver's personal equipment or clothing.
2. Detect any problem with rules compliance, or
3. Prevent injury, death, or property damage.

The competitor agrees that the competitor always bears the ultimate responsibility to ensure the safety of competitors' vehicles and to ensure that competitor complies with all applicable OPM and NHRA rules. The competitor agrees that the competitor is in the best position to know about the construction

and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all applicable OPM rules. If a competitor changes engines during an event, they must report to tech to make the Tech Department and Director of Competition aware of the change. Failure to do so may result in disqualification from the event.

DRIVER REQUIREMENTS

Racers must possess a government issued, current, valid driver's license. All drivers must sign a liability waiver and photo release during registration. If the driver is not the car owner, the driver must have all required documents (as stated below), and must attest as stated in the waiver that they have the car owner's permission to be in possession of and to race the vehicle. Drivers must be at least 16 years of age to compete. If drivers are at least 16 years of age, but under 18 years of age, their custodial parent or legal guardian must be in attendance with them during on-site tech and registration, as well as for the duration of DIWS. Both the custodial parent and child will be required to appear in person during tech and registration in order to sign the releases and waivers onsite. Drivers must have a valid NHRA license.

CONDUCT

Any participant found under the influence of alcohol or narcotics is subject to immediate disqualification and removal from the event and the potential for being banned from events. Unsportsmanlike conduct or actions deemed by the race director or other event official to be unsafe may result in disqualification or removal from the event and the potential for being banned from future events.

REQUIRED DECALS

Special event decals and sponsor decals are required for all participating vehicles. Any non-approved decals or signage may be prohibited. OPM, at its discretion, reserves the right to reject any decals, signs, names, advertising, promotion, or graphics that it feels is inappropriate or unacceptable.

TIMING SYSTEM

All races are run on auto start. Any computer or tree malfunction resulting in any error that would change the outcome of the race will be rerun at the discretion of OPM/Track Staff.

RACE FORMAT

Outlaw Pro Mod is contested over the eighth-mile. OPM utilizes a .400 professional tree.

QUALIFYING FORMAT

OPM competitors are provided four qualifying sessions over the course of two days (two per day) prior to final eliminations unless otherwise dictated by weather conditions or other uncontrollable circumstances. OPM competitors are required to alternate lanes for qualifying passes.

ELIMINATION FORMAT

OPM elimination round pairings are determined by chip draw until the final round matchup is determined. Time and location of chip draw will be determined by OPM officials, but is tentatively scheduled to take place immediately following the conclusion of the fourth round of qualifying. Lane choice in competition is determined by coin flip or by the competitors involved in respective matchup.

OUTLAW PRO MOD DIRECTOR OF COMPETITION

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