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Introduction

We are pleased to provide you with the 2025 edition of the PROSPEC Technical Regulations for the FORMULA DRIFT Championship.

This edition of the rules establishes the foundation for the organization and conduct of the FORMULA DRIFT Championship. Participants, teams, drivers, and officials are strongly encouraged to review these rules carefully.

FORMULA DRIFT wishes you a safe and successful competition season.

FORMULA DRIFT Holdings, LLC

2161 Gundry Avenue
Signal Hill, CA 90755
562-901-2600 (phone)
562-901-2651 (fax)

General Inquiries

info@formulad.com

Media Inquiries

media@formulad.com

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1. COMPETITION VEHICLES

1.1 VEHICLE ELIGIBILITY

- A. Eligible models must be considered a “production vehicle” and have had a minimum build run of 600 units in each model year.
- B. Eligible body styles include: coupe, sedan, convertible or wagon and have no more than 5 doors.
- C. Vehicles must maintain the original OEM (from the particular make and model vehicle) steel unibody and/or steel frame structure between the OEM front and rear suspension mounting points.
- D. No trucks or SUVs will be allowed. CUVs and crossovers must petition for approval from FORMULA DRIFT.
- E. Vehicles that do not meet the above eligibility criteria must petition for approval from FORMULA DRIFT.

1.2 VEHICLE ELIGIBILITY INSPECTIONS

1.2.1 VEHICLE ANNUAL TECHNICAL INSPECTIONS-

Prior to the first time a vehicle is entered into any EVENT for the current season; the COMPETITION DIRECTOR will issue a FORMULA DRIFT VEHICLE IDENTIFICATION (VID) number/sticker and conduct an annual inspection of each vehicle. Upon verification of compliance to the rules, an annual tech sticker will be issued and affixed to the main roll bar hoop at driver’s left. Only vehicles that have passed the annual Inspection, and have an annual tech sticker affixed, will be allowed to compete unless approved by the COMPETITION DIRECTOR.

Issuance of the tech sticker is not an endorsement of the performance of the vehicle, nor an indication that the vehicle meets all of the required Technical Specifications. The tech sticker signifies that the vehicle has passed the initial Safety Inspection and will be permitted to go on course during scheduled FORMULA DRIFT practice, qualifying and drift sessions.

The annual tech sticker will be withheld from any vehicle that does not comply with the required Safety Specifications. If the tech sticker is withheld, it is the team’s responsibility to meet with the COMPETITION DIRECTOR to determine what action is required to achieve compliance. The COMPETITION DIRECTOR shall maintain inspection records of each entered vehicle.

To be eligible for competition in an EVENT, all vehicles must have:
A FORMULA DRIFT VEHICLE IDENTIFICATION number (VID)
A current annual technical inspection sticker

During Technical Inspection, there may only be one person from the team serving as a representative for the vehicle being inspected. The area should be closed off and private. All other personnel must leave area.

1.2.2 VEHICLE EVENT TECHNICAL INSPECTIONS-

At a time and place and in a manner determined by event officials, prior to racing activities of any nature (including without limitation qualifying, competition, practice, testing, etc.) all vehicle and driver equipment must undergo a technical inspection.

In addition, every vehicle is subject to further technical inspection at any time before, during or after an event, at the time and in the place and manner directed by any event official. Formula Drift may at any time inspect, seal for inspection, and/ or tear down a participant’s vehicle. Not complying in full with any inspection request will result in disqualification for further competition and such other penalties as deemed appropriate by Formula Drift. All determinations by event officials regarding the timing and method of technical inspection shall be final and not subject to appeal or review.

Technical inspection assists event officials with determining, in their judgment, eligibility for participation in an event. The technical inspection does not in any way change the fact that the driver, the crewmembers, and the vehicle owner are ultimately responsible for the safety and operation of the vehicle and equipment.

The participant agrees that participant 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 Formula Drift rules, regulations and agreements, including but not limited to those contained in the Rulebook. Moreover, in the case of technical violations, the participant acknowledges, understands and agrees that the participant is charged with full knowledge of every component of participant's vehicle and that even if a third party has caused the participant's vehicle to be noncompliant, the participant will still be responsible for and charged with any applicable violation and sanction. Disclaiming knowledge of the particular part or parts, or disclaiming knowledge of the rule or rules, or disclaiming responsibility for the actions of the third party, will not be defenses to any violation or any sanction therefor.

Any means or tactic used that could deceive the judges or interfere with the judging process is strictly prohibited and will be subject to disciplinary actions.

1.3 RETENTION OF VEHICLES AND PARTS-

Participant hereby grants Formula Drift, and each of their agents and assigns, full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, or any other Items used in conjunction with participation that are owned by or in the possession of participant or present at an event (collectively "Items"), including such Items that may be relevant incident to the investigation of an incident; the inspection or testing of such Items; or for any other purpose. Formula Drift may exercise this right to take and retain Items at any time when Formula Drift determines in its sole and absolute discretion that such actions are necessary. Participant fully releases Formula Drift from any liability whatsoever for loss of, damage to, or destruction of any such Items. When an item is suspected of being out of compliance with a Formula Drift rule, or when an item has been involved in an incident, Formula Drift may in its sole and absolute discretion collect and retain such Items if Formula Drift believes it is necessary to do so to further investigate, make a final determination, and/or preserve evidence, all in Formula Drift's sole and absolute discretion. At any time that Formula Drift collects and retains Items, Formula Drift will try to safeguard such Items and return such Items when Formula Drift has completed its work with them, but Formula Drift makes no representation or warranties that the Items will not be lost, damaged, destructively tested, destroyed or otherwise affected. Formula Drift is not responsible for payment, reimbursement, damage or loss to the participant as a result of compliance testing. If Formula Drift believes that an item should be retained or destroyed, or indefinitely or permanently retained, to prevent further use of such item in competition, Formula Drift may so retain or destroy such item.

1.4 PARTICIPANT OBLIGATIONS-

Participants must take whatever steps requested by a Formula Drift Official, including tear down of the vehicle and removal of parts to facilitate inspection of race equipment. This obligation includes, but is not limited to, installing inspection holes, inspections ports, and/or other means of inspections in the frame, roll cage bars, suspension components, and the like. Formula Drift is not responsible for payment, reimbursement, damage or loss to the participant as a result of such inspections.

1.5 MAINTENANCE OF VEHICLE ELIGIBILITY-

It is the responsibility of the team to maintain a vehicle's eligibility.

1.6 VEHICLE MODIFICATIONS

Any vehicle which after being issued an annual technical inspection sticker by the COMPETITION DIRECTOR is dismantled, or modified, or in any way changed which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented by the team for approval. It is the responsibility of the team to notify the COMPETITION DIRECTOR of any modifications.

1.7 VEHICLE DAMAGE

If a vehicle is damaged due to an accident or other incident, the COMPETITION DIRECTOR may remove the annual tech sticker. A new tech sticker may be issued after the vehicle is re-inspected or repaired and then re-inspected. It is the responsibility of the team to notify the COMPETITION DIRECTOR of any and all damage.

2. CHASSIS

2.1 CHASSIS MODIFICATIONS

- A. The original OEM floorpan, frame and or unibody must remain unmodified between the vertical planes created by the original forward most and rearward most suspension or subframe mounting point.
- B. Unibody or chassis may be stitch or seam welded.
- C. Plating of chassis is prohibited.
- D. Front suspension examples are in Figure 1 and 2.
- E. Rear suspension examples are in Figures 3 and 4.

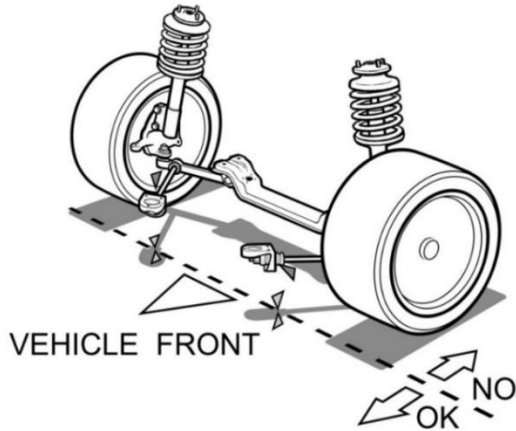


Figure 1

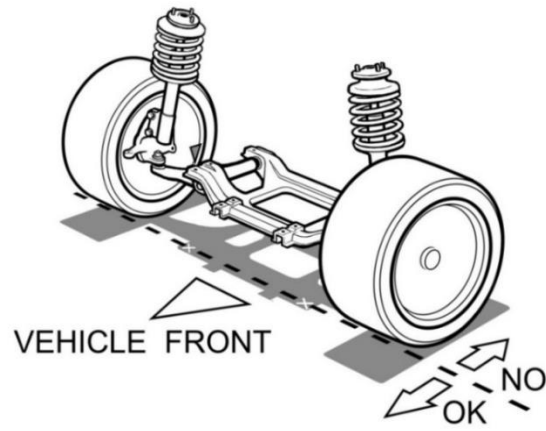


Figure 2

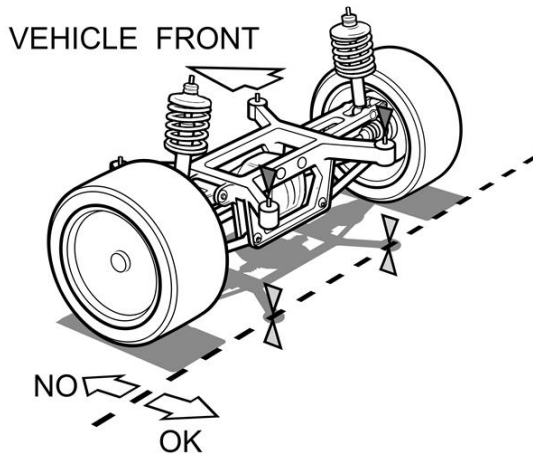


Figure 3

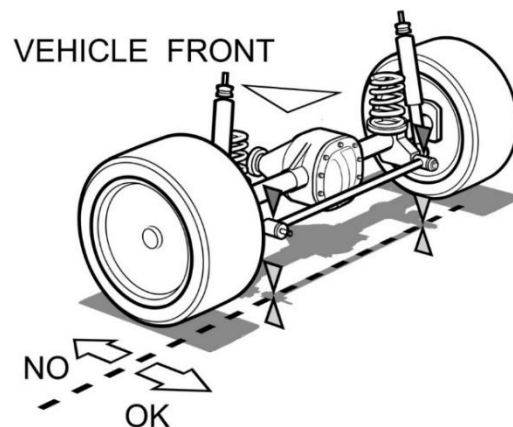


Figure 4

- F. The original OEM floorpan, frame and or unibody must remain unmodified between the horizontal planes created by the original floorpan at the lowest horizontal plane to the roof at its highest horizontal plane. With the exception of transmission tunnel and firewall dimensions listed below and Fuel cell rule.
- G. Items in the unmodified zone that are allowed to be removed can include original rear window parcel shelf, tabs or mounts for unused OEM steering columns, unused OEM windshield wiper mounts, and the exterior roof panel can be replaced with a composite panel.
- H. Removal of the trunk sill portion at the base of the rear window is prohibited (only applies to vehicles with a trunk).
- I. Rear suspension tower cross-members located at the top of the rear suspension towers may be removed from the unibody interior only if a suitable replacement structure of equivalent strength is installed.
- J. No part of the engine casing may cross the vertical threshold of the original firewall into the transmission tunnel.

- K. No other modifications may be made to the vehicle chassis, frame, or unibody including the installation of air jacks.
- L. The use of air jacks during Competition and Competition time out is strictly prohibited.
- M. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed to prevent the passage of fluids or flames from the engine compartment to the drivers compartment.

2.1.1 CHASSIS MODIFICATION VARIANCES

In order for particular vehicles to be competitive Formula Drift has granted variances to Chassis Modification restrictions. For specific instructions regarding the variances please contact Kevin@formulad.com

- A. Nissan S13-
 - 1. Modification to the “cat hump” area for seat clearance
 - 2. Will be allowed to weld in the Rear traction arm bracket brace kit by LS Automotive. <https://www.lsauto.com/>
 - 3. Will be allowed to weld in the Front lower control arm brace kit by Mspek performance. <https://mspek.com/>
- B. Nissan S14/15-
 - 1. Modification to the “cat hump” area for seat clearance
 - 2. Will be allowed to weld in the Rear traction arm bracket brace kit by LS Automotive. <https://www.lsauto.com/>
 - 3. Will be allowed to weld in the Front lower control arm brace kit by Mspek performance. <https://mspek.com/>
- C. BMW E36
 - 1. Will be allowed to weld in rear subframe chassis reinforcement plates.
 - 2. Will be allowed to bolt in the Rear Strut Tower to Subframe Brace Bar Part number E36STSFB manufactured by Parts Shop Max. <https://store.partsshopmax.com/>
 - 3. Will be allowed to use the Billet Clutch Pedal manufactured by Garagistic. <https://www.garagistic.com/>
 - 4. Will be allowed to bolt in the E36 Rear Floor Subframe to Shock Tower Brace manufactured by SLR. <https://slrspeed.com/>
 - 5. Will be allowed to weld in front strut tower reinforcement plates without the fender apron brackets manufactured by <https://store.partsshopmax.com/>
- D. BMW E46
 - 1. Will be allowed to weld in rear subframe chassis reinforcement plates.
 - 2. Will be allowed to bolt in the Rear Strut Tower to Subframe Brace Bar Part number E46STSFB manufactured by Parts Shop Max. <https://store.partsshopmax.com/>
 - 3. Will be allowed to use the Billet Clutch Pedal manufactured by Garagistic. <https://www.garagistic.com/>
 - 4. Will be allowed to bolt in the E46 Rear Floor Subframe to Shock Tower Brace manufactured by SLR. <https://slrspeed.com/>
 - 5. Will be allowed to weld in front strut tower reinforcement plates manufactured by <https://www.risefabshop.com>
- E. BMW E92
 - 1. Will be allowed to weld in the front subframe lower control arm brace manufactured by Blake Olsen Motorsport.
- F. Toyota FRS/GT86 (ZN6) and Subaru BRZ (ZC6)

1. Will be allowed to removal the protruding structure on the frame rail for steering clearance. Please email Kevin@formulad.com for further information
- G. Toyota Supra (A90)
 1. Will be allowed to removal of protruding structure on inner fender well for steering clearance in accordance with template specifications. Please email Kevin@formulad.com for further information
 2. Will be allowed to weld in a Rear traction arm brace kit manufactured by JRD Rallysport USA
- H. Ford Mustang Fox body (1979-1993)
 1. Will be allowed to use to bolt in Tubular front K-member part number MUK01 manufactured by QA1. <https://www.qa1.net/>
- I. Ford Mustang SN95 (1994-2004)
 1. Will be allowed to use to bolt in Tubular front K-member part number MUK02 manufactured by QA1. <https://www.qa1.net/>
- J. Chevrolet Corvette (C6 steel chassis)
 1. Will be allowed to weld in front upper arm pocket reinforcement plates manufactured by Drift Cave. <https://driftcave.com/>
- K. Toyota Supra MK4 (A80)
 1. Provisionally for the 2025 season will be allowed to run Toyota Supra JZA80 Rear Suspension Drop Knuckle Kit Part number: WF180 manufactured by Wisefab. www.wisefab.com/
- L. Nissan Skyline R32
 1. Will be allowed to weld in the Nissan R32 Rear HICAS delete kit Part number: WF 3218 manufactured by Wisefab. www.wisefab.com/

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2.1.2 FIREWALL AND TRANSMISSION TUNNEL MODIFICATIONS-

A. Modifications of the stock, OEM firewall and transmission tunnel are in Figure 5:

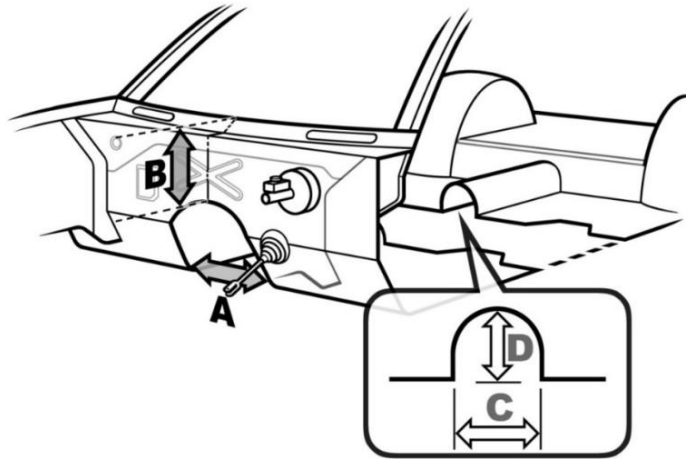


Figure 5

B. Dimension A: Tunnel Width may be no wider than 18 inches

C. Dimension B: Minimum dimension of 10 inches between the bottom of the windshield and the top of the transmission tunnel.

D. Dimension C: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 10.000 inches.

E. Dimension D: Modifications to drive shaft tunnels behind the engine firewall vertical plane should not exceed an overall width of 10.000 inches.

F. Taper Length from the firewall to the end of the transmission tunnel into the beginning of the drive shaft hump may be no longer than 36 inches.

G. Modifications to firewall and transmission tunnel must be done with .036-inch steel or .050-inch aluminum.

2.2 ROLL CAGE

2.2.1 GENERAL-

A. All roll cage structures must be designed in an attempt to protect the occupants from any angle, 360 degrees.

B. The roll cage shall attach to the chassis/unibody in eight points.

C. Gussets of such as dimple die plates are allowed along A-pillar, B-pillar, and roof structure. Gussets shall be made from steel plate no thicker than .125-inch.

D. No gussets or attachment of any form may pass from the door bars to the chassis, unibody, or rocker panel.

E. Plating of chassis is prohibited.

F. Bolt in roll cages are not allowed.

G. No portion of the cage may permeate the firewall and shall be fully contained within the driver's compartment.

H. No additional bracing may be used between the strut tower and the firewall.

I. Any number of additional reinforcing bars, gussets or supports is permitted within the confines of the roll cage.

J. Modifications to the chassis or notching for roll cage clearance must have prior written approval from the COMPETITION DIRECTOR.

2.2.2 PADDING-

A. Padding must meet SFI spec 45.1 or FIA 8857-2001.

B. Padding is required anywhere driver helmet may come in contact with the roll cage and along the base of the driver's side A-pillar bar and box if applicable.

2.2.3 **WELDING-**

All roll cages must be based on a single Main Hoop of one (1) continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing. Welding shall conform to American Welding Society D1.1:2002, Structural Welding Code, Steel Chapter 10, Tubular Structures. Whenever D1.1 refers to "the Engineer" this shall be interpreted to be the owner of the vehicle.

- A. All welds shall be visually inspected and shall be acceptable if the following conditions are satisfied:
- B. Welds shall be continuous around the entire tubular structure.
- C. The weld shall have no cracks.
- D. Grinding down of welds is prohibited.
- E. Thorough fusion shall exist between weld metal and base metal.
- F. All craters shall be filled to the cross section of the weld.
- G. Undercut shall be no more than .01-inch deep.
- H. Aluminum bronze or silicon bronze welding technique is permitted, but extreme care shall be used in preparation of parts before bronze welding and in the design of the attaching joints.

2.2.4 **ROLL CAGE MATERIAL-**

- A. Roll Cage Material must be Seamless SAE 1020 or 1025 mild steel tubing, DOM, and or chromoly.
- B. ERW tubing is not permitted.
- C. All roll cage tubing in the requirements listed below must be a minimum of 1.5 x .095-inch for all materials.
- D. The minus tolerance for wall thickness should not be less than .010-inch below the nominal thickness.
- E. Vehicles weighing over 3500 lbs. with driver must petition with the COMPETITION DIRECTOR for approval of the roll cage prior to entering any event.

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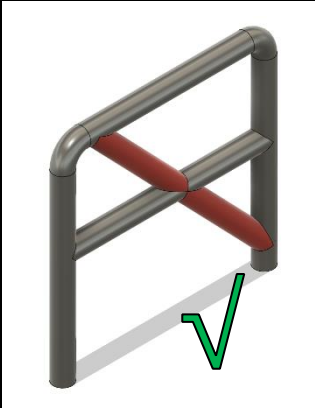
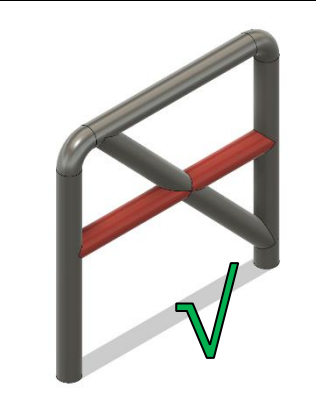
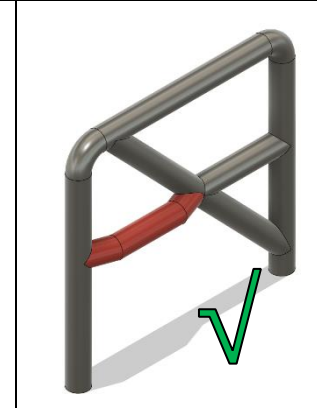
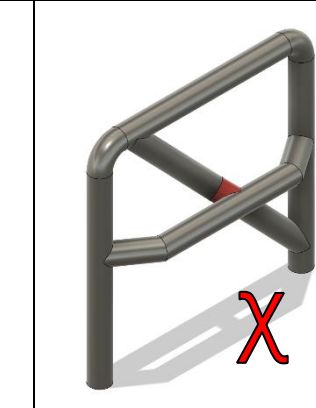
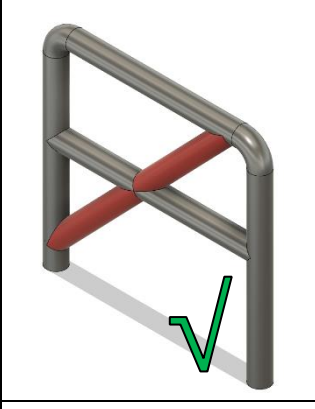
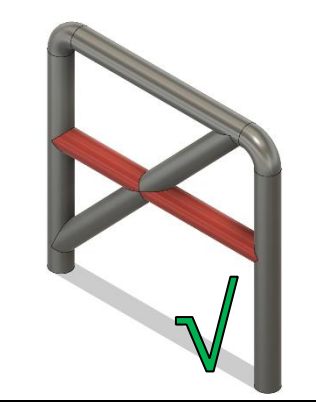
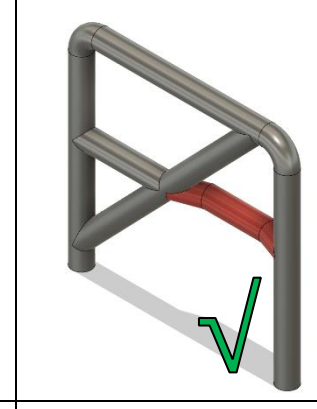
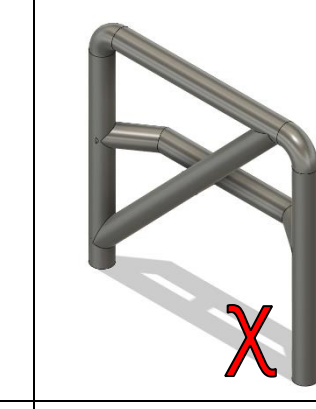


2.2.5 ROLL CAGE MOUNTING PLATE-

- A. Each mounting plate or box shall be at least .08-inch thick steel
- B. Each mounting plate or box must be fully welded to the structure of the vehicle
- C. Each mounting plate or box shall not be greater than 100 square inches and shall be no greater than 12-inches or less than 2-inches on a side. The mounting plate may be multi-angled but must not exceed these dimensions in a flat plane
- D. Whenever possible, mounting plates shall extend onto a vertical section of the structure such as a rocker box or door pillar
- E. Any number of tubes may attach to a single plate or to each other.

2.2.6 MAIN HOOP-

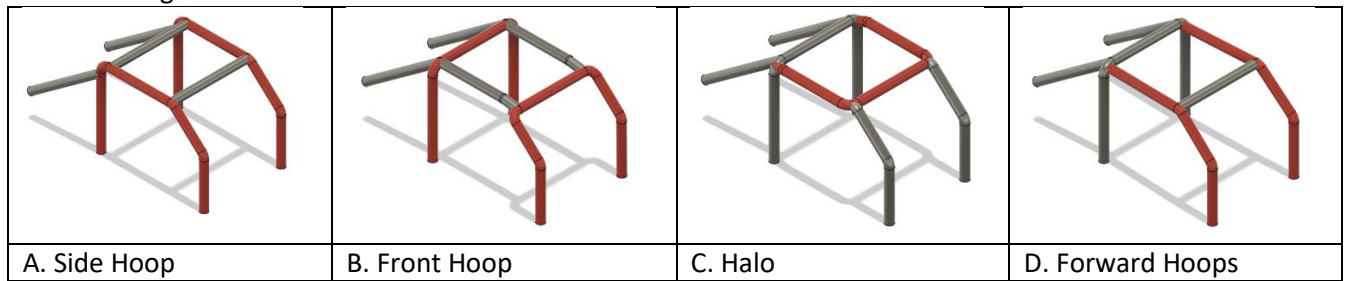
- A. The main roll hoop (behind the driver) shall extend the full width of the driver/passenger compartment and shall be as near the roof as possible with a maximum of 4 bends, totaling 180 degrees ± 10 degrees.
- B. The roll cage main hoop should start from the floor of the vehicle and be attached to the chassis/unibody via Mounting Plate specifications.
- C. Diagonal lateral brace is a piece of tubing equal to the roll bar diameter, installed across the main hoop to prevent lateral distortion. This brace must attach to the driver side upper corner of the main hoop, not more than 6-inches from the center of the radius, and to the opposing leg, not more than 6-inches from the base plate.
- D. A horizontal brace is a piece of tubing equal to the roll bar diameter, installed behind the driver's seat for the purpose of mounting seat belts. This tube shall be no higher than shoulder height and continue the full width of the main hoop, attached to both legs.
- E. The diagonal brace or the horizontal brace must be one continuous piece of tube, with the other intersecting it.

			
			
Horizontal brace one piece	Diagonal brace one piece	Diagonal brace one piece with offset in horizontal brace for seat clearance.	Horizontal and diagonal brace are not intersecting.

2.2.7 CAGE CONFIGURATIONS-

All hoop configurations and down tubes shall begin at the floor.

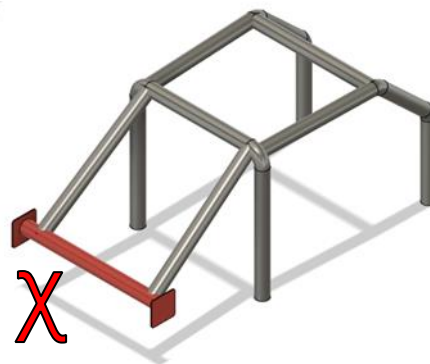
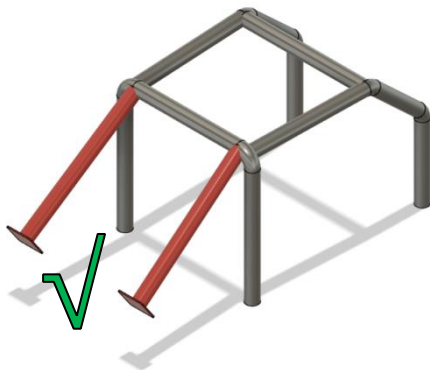
Several configurations are allowed:



- A. Side Hoop Configuration: Side Hoops connect to the floor of the driver's compartment then follow the line of the A-pillar up and across the door opening and back down the B-pillar to the floor in one continuous piece. Side Hoops must be connected at the top by two horizontal tubes, one tube across the B-pillar to form the main hoop and another tube across the top of the windshield. Side Hoop must have a maximum of 4 bends, totaling 180 degrees \pm 10degrees.
- B. Front Hoop Configuration: A front hoop connected to the floor of the driver's compartment then follow the line of the A-pillar up and across the top of the windshield and back down the opposite A-pillar to the floor in one continuous piece. A front hoop must be connected at the top by two horizontal tubes above the doors which connect back to the main hoop on each side. Front Hoop must have a maximum of 4 bends, totaling 180 degrees \pm 10degrees.
- C. HALO Configuration: The HALO extends forward from the main hoop and follows the roof line in one continuous piece from each side of the main hoop along the top of the doors and windshield. The HALO must be connected to the floor with forward down tubes following the line of the A-pillars. HALO must have a maximum of 4 bends, totaling 180 degrees \pm 10 degrees and the down tubes must have a maximum of 2 bends.
- D. Forward Hoops Configuration: Forward hoops extend forward in the driver's compartment from the main hoop following the roof line and along the A-pillar to the floor of the driver's compartment. A maximum of 4 bends each. Forward hoops must also be connected by a single horizontal tube across the top of the windshield.
- E. All hoops and the forward "down tubes" may extend through the dash pad, including the forward part of the door panel if it is an extension of the dash panel.
- F. One (1) "Knee" bar is recommended in a horizontal plane between A-pillar in the dash area for all configurations.

2.2.8 REAR HOOP SUPPORTS-

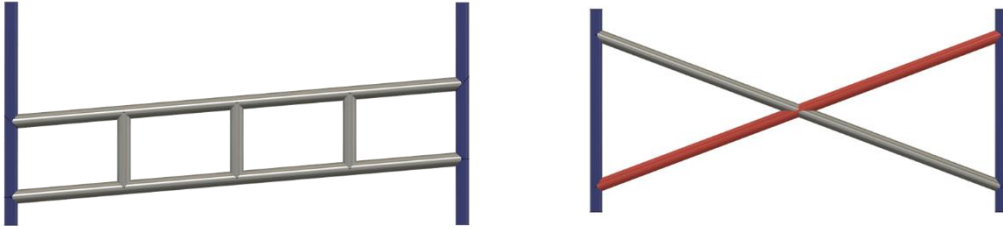
- A. The main roll hoop shall have two braces extending to the rear attaching to the chassis/unibody.



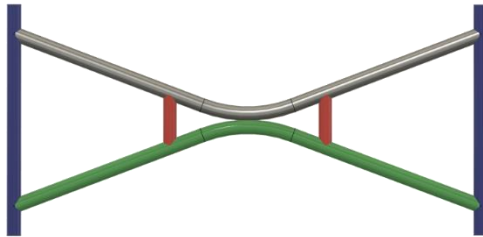
- B. Braces shall be attached as near as possible to the top of the main hoop not more than six (6) inches below the top and at an included angle of at least thirty (30) degrees.
- C. No bends are allowed on rear braces.
- D. On vehicles where the rear window/bulkhead prohibits the installation of rear braces, the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points.

2.2.9 SIDE PROTECTION-

- A. All vehicles shall have a minimum of two door bars across each front door opening.
- B. The door bars may run parallel, or in the shape of an "X".



- C. If the two door bars do not intersect as they do when forming an "X", then a minimum of two vertical tube sections shall connect the upper and lower door bars.



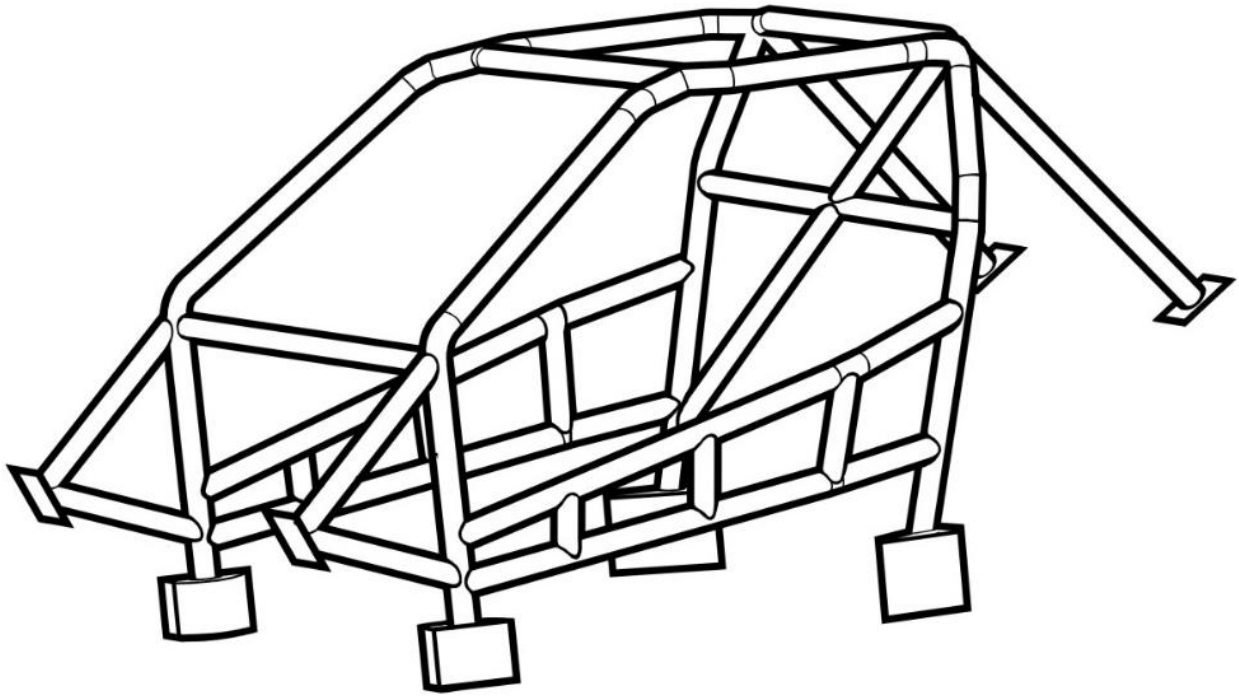
- D. Teams may also choose to install "NASCAR-STYLE" bars and extend into the outer door skin. In this configuration, the outer bars must also have a minimum of three vertical tube sections connecting the upper and lower bars.
- E. Side protection must not pass through the B-pillar.
- F. The side protection needs to be as high as possible, minimum height of the upper bar must be half height of the door itself.
- G. No gussets or attachment of any form may pass from the door bars to the chassis, unibody, or rocker panel.
- H. The inner door panel and door internals may be removed.

2.2.10 ANTI-INTRUSION or ANTI-WHEEL INTRUSTION BARS

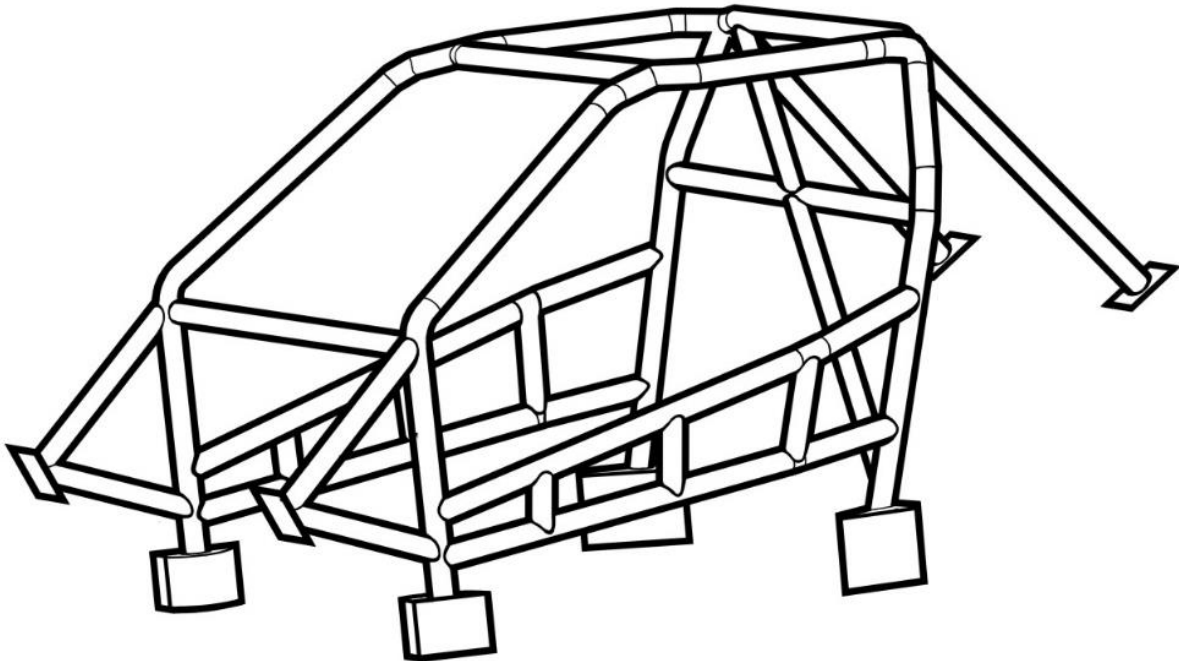
- A. The anti-intrusion bars or wheel intrusion bars are intended for additional foot protection.
- B. All vehicles shall have anti-intrusion bars or wheel intrusion bars with one tube extending forward from each front down tube and one tube from the base plate forward to the firewall but not penetrating any panel.

2.3 BALLAST

- A. Ballast must serve only the unique purpose of adding weight to a vehicle.
- B. A vehicle may have up to 50 lbs. of ballast weight added to it.
- C. Ballast must be mounted ahead of the rear axle.
- D. Blocks must weigh no less than 5 pounds each and cannot be made of liquid of any type, pellets or any other granulated material.
- E. Ballast must be securely bolted in place with a minimum of one .5-inch diameter grade 8 bolt.
- F. No weight shifting devices are allowed including but not limited to hydraulic or electronic devices.
- G. Dislodged weight ballast cannot be returned to the vehicle for weigh in purposes.



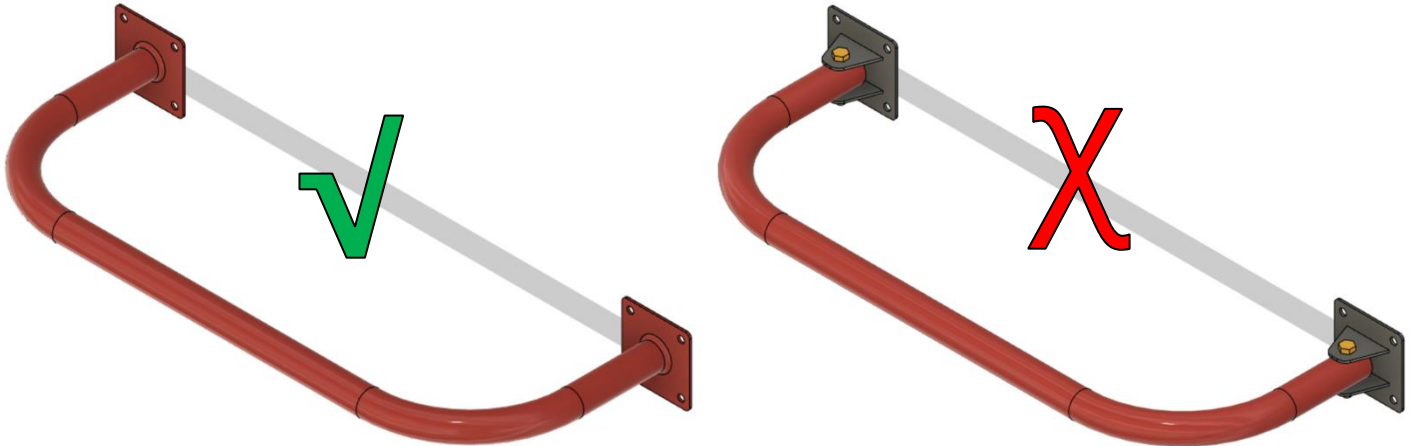
LEFT HAND DRIVE CONFIGURATION



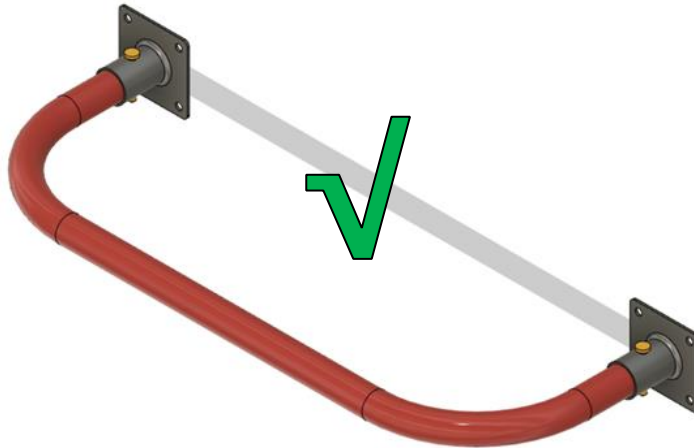
RIGHT HAND DRIVE CONFIGURATION

2.4 BUMPERS

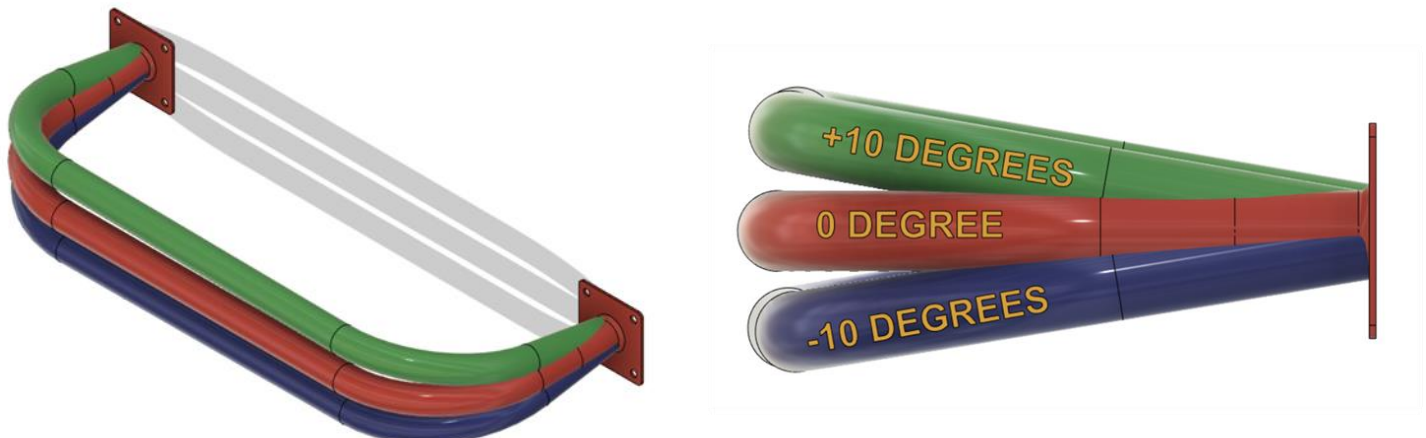
- A. All vehicles must be equipped with safe front and rear bumpers.
- B. Unless factory OEM- All bumpers must be made entirely of magnetic steel
- C. Bumper must be constructed of 1 inch to 1.75 inch o.d. tubing with a minimum wall thickness of 0.063 inch to a maximum wall thickness of 0.125 inch.
- D. All bumper tubing must remain hollow.
- E. Bumpers must be fastened to the vehicle with a minimum of (4) 3/8 inch fasteners per side (minimum Grade 5) or welded to prevent the bumper from being dislodged from the vehicle.



- F. Bumper mounted with quick release pins are allowed with sleeved tubing.



- G. Bumper must be mounted a maximum of ± 10 degrees from 0 degree (horizontal).



- H. Bumpers must be rounded off or capped off to prevent becoming locked to or piercing another vehicle.
- I. Bumpers at minimum must span the width of the front and rear frame rails.
- J. Tubing must not be exposed and must remain behind the bumper covers with minimal clearance between the bumper cover and the bumper bar itself.
- K. Bumper bars must remain in the confines of the body lines and body work, without additional covers or body work extensions in order to do so.
- L. The bumper covers must be approved by Formula Drift and be acceptable to the COMPETITION DIRECTOR.
- M. Bumper must be fixed, use of shocks absorbers / dampers, springs, pivots and slip joint will not be allowed.

3. SUSPENSION AND BRAKES

- A. In-cockpit / Driver adjustable suspension will not be allowed. Examples include but not limited to sway bars and electronic shock / damper adjusters such as the Tein EDFC.
- B. No suspension changes or adjustments will be allowed between runs by any means including remotely. No actuators, servos, or motors of any kind will be allowed.
- C. Driver adjustable brake bias is allowed.

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3.1 FRONT SUSPENSION

- A. OEM front subframe and crossmember must be stock and available on the exact year make and model that is competing in FORMULA DRIFT.
- B. Original suspension design type must remain: Double wishbone, MacPherson strut etc.
- C. Modified or aftermarket suspension parts, including hubs, are allowed.
- D. Suspension relocation brackets that move suspension points or pivots regardless if they are bolt in to the chassis will not be allowed.
- E. MacPherson strut upper mount pivot must remain within the centerline dimension of the OEM unaltered factory bolt pattern on the chassis. Refer to Figures 6 and 7.
- F. The OEM pattern on the chassis must remain unaltered and be the only means of mounting the upper strut mount. All OEM bolt holes must be present and utilized.
- G. Vehicles with MacPherson upper strut mounts not represented in the illustration must contact the Formula Drift Technical Department.
- H. Front subframe must remain in the factory location: no relocation of the subframe on any plane will be allowed.
- I. All original suspension mounting tabs must remain in the original position. NO cutting, welding, bending, drilling, or modifications of any kind will be allowed.
- J. Front subframes may only be modified to directly allow for oil pan/ starter clearance and steering rack relocation. The front subframe must remain intact on at least one major member on one face that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Any other modifications, cutting, welding, strengthening, etc is not allowed.

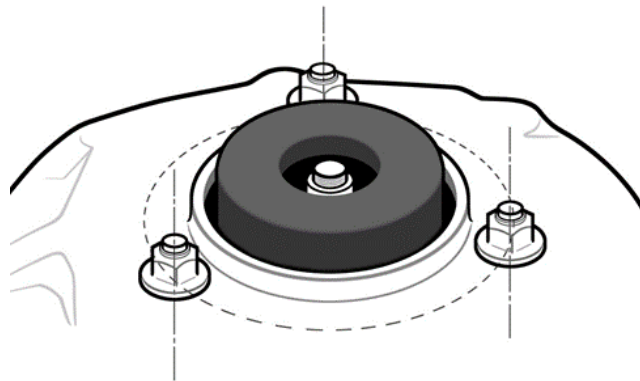


Figure 6

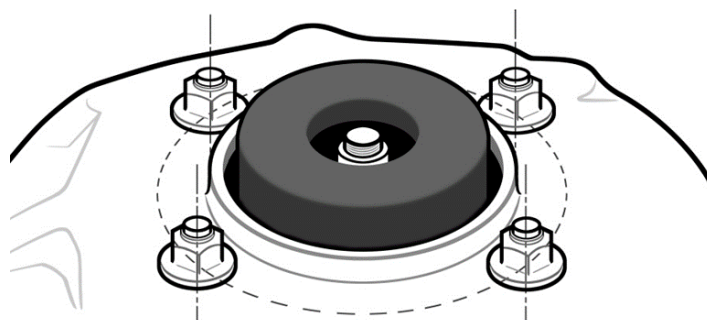


Figure 7

3.2 STEERING

- A. Modifications of steering components (steering rack, tie rods, etc) are free.

This includes mounting the rack to the front subframe.

- B. As of the 2023 season, Aftermarket steering columns on the interior of the vehicle will no longer be allowed on vehicles in Formula Drift PROSPEC. Vehicles with an aftermarket steering column assembly will incur a championship points penalty of 3 points per round (total of 12 points over the 4-round season)
- C. As of the 2023 season, Driver position conversions such as converting a vehicle from RHD to LHD will no longer be allowed.
- D. **If a team is transitioning from PRO to PROSPEC. A previously converted PRO vehicles that was used in the prior PRO season and driven by the same driver. The vehicle would be allowed to compete in the PROSPEC championship, but will incur the same penalty as the aftermarket steering column regardless if there is an aftermarket column or factory steering column.**

3.3 REAR SUSPENSION- LIVE AXLE

- A. The original chassis mounting points must remain unaltered and in the original factory position.
- B. Suspension relocation brackets that move suspension points or pivots regardless if they are bolt in to the chassis will not be allowed.
- C. Original suspension design must remain: 3 link, 4 link, etc.

3.4 REAR SUSPENSION- INDEPENDENT

- A. OEM Rear subframe and crossmember must be stock and available on the exact year make and model that is competing in FORMULA DRIFT.
- B. Original suspension design type must remain: 5 link, 4 link, strut, etc.
 1. Suspension modifications must maintain the same link count as the factory hub.
 2. Suspension link is defined as a rigid member with attachment/pivot point on the subframe/chassis and the hub.
 3. Example: if the factory hub has 5 attachment/pivot points on the hub and the subframe/chassis with 5 independent links then the aftermarket hub and arm configuration will also have 5 attachment/pivot points on the hub and the subframe/chassis with 5 independent links to maintain the factory suspension type.
- C. The original chassis mounting points must remain unaltered and in the original factory position.
- D. Modified or aftermarket suspension parts, including hubs, are allowed.
- E. Subframe must remain at the factory height listed in the table below: no relocation of the subframe on any plane will be allowed.

Rear subframe to Chassis clearance (inch)				
Make	Year	Model	Front mounts	Rear mounts
BMW	1990-2000	E36	0.640	0.465
	1998-2006	E46	0.400	0.570
	2004-2012	E90/92	0.550	0.450
	2011-2019	F30	0.400	0.650
Cadillac	2015-2018	ATS coupe	0.600	0.485
Chevrolet	2010-2015	Camaro	0.741	1.547
Ford	2015-	Mustang	0.400	0.400
Holden	2013-2017	UTE	0.925	1.585
Hyundai	2008-2016	Genesis	0.765	0.635
Infiniti	2009-2013	G37	0.620	0.500
Nissan	1989-1994	S13	0.675	0.600
	1995-1998	S14	0.675	0.600
	1999-2002	S15	0.675	0.600
	2003-2009	350z	0.600	0.300
	2010-	370z	0.725	0.200
	2013-	GTR	0.400	0.470
Mazda	2003-2012	RX-8	0.420	0.470
Lexus	2001-2010	SC430	0.750	0.660
	1991-2000	SC300	0.700	1.750
Scion	2010-2016	FRS	0.445	0.335
Subaru	2010-2020	BRZ	0.445	0.335
Toyota	2016-2020	GT86	0.445	0.335
	2019-	Supra	0.425	0.310
Tolerance ± .060 inch				

- F. If your vehicle is not listed and has a removable subframe please contact the Formula Drift Technical Department.
- G. If your vehicle has chassis tearing or subframe stud problems please contact the Formula Drift Technical Department.
- H. All original suspension and subframe mounting tabs must remain in the original position. NO cutting, welding, bending, drilling or modifications of any kind will be allowed including subframe bushing to chassis mounts.
- I. Additional mounting tabs may be added to the subframe to relocate the suspension arm mounting points within a maximum of 2 inches on any plane from the original mounting position.
- J. Relocation of suspension points not mounted directly to the rear subframe such as trailing arm brackets and shock mount brackets is prohibited.
- K. This will be measured center to center from the original pivot point to the new pivot point. Please refer to Figure 8. This rule only applies to vehicles with a rear subframe and to pivot points on the rear subframe.
- L. Rear subframes may be modified to allow for mounting or relocating a differential. The rear subframe must retain at least one major member that spans the entire width of the subframe, thereby keeping the original dimensions of the subframe intact. Any other modification(s) such as cutting, welding, strengthening, etc is not allowed.

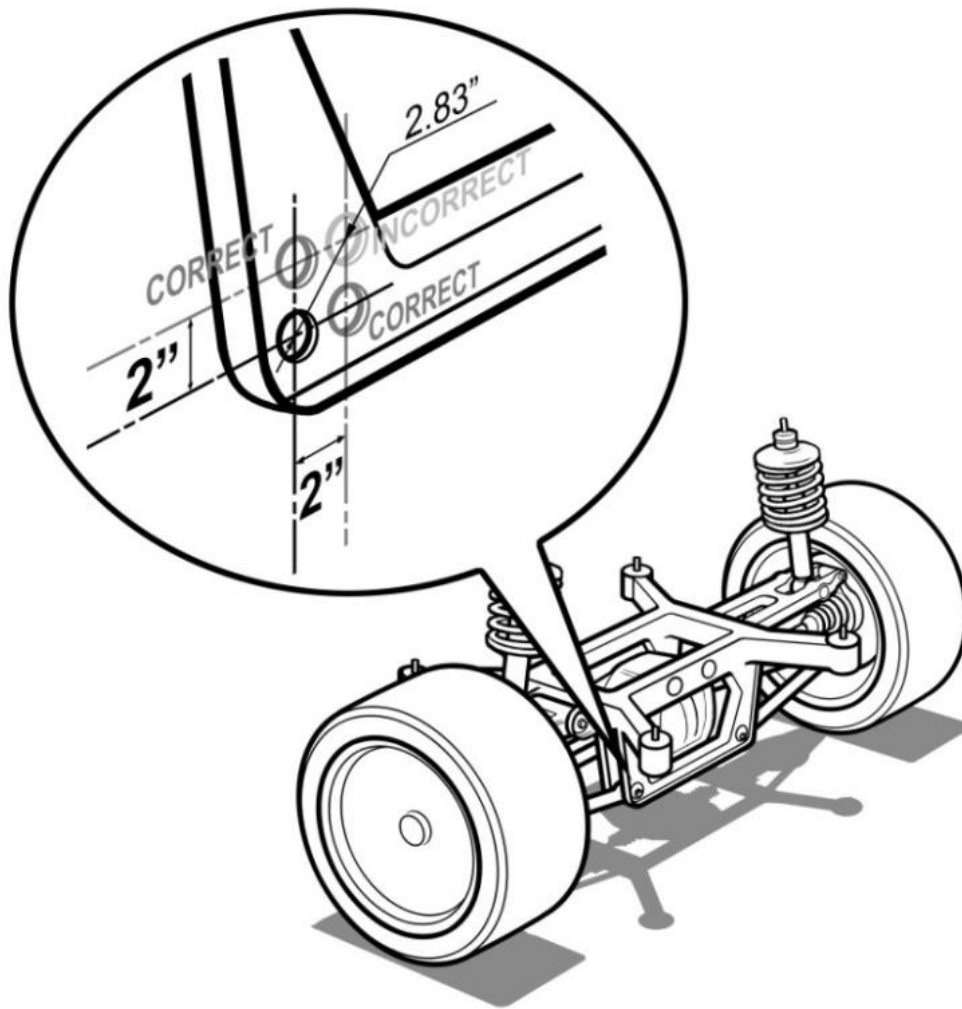


Figure 8

CHASE BAYS

EST. 2007

MOTORSPORT FLUID TRANSFER PRODUCTS

Dual Piston Brake Booster Delete w/ 6:1 Bolt-On Pedal Ratio

- Isolated F/R Circuit High Heat Fluid Reservoir
- Billet MC / Firewall Adapter Plate w/ Raised Mounting Point
- Stainless Steel Rear Hardline to Adj. Bias Valve
- 1" Bore Ultra Compact Master Cylinder
- Adjustable Bias Valve w/ 3AN Outlet
- L-Banjo Front Outlet Fitting w/ SS Banjo Bolt
- Billet Chase Bays Reservoir Cap

Stainless Steel Push Rod,
Bolt-On 6:1 Pedal Adapter,
Stainless Steel Clevis & Hardware



Hydro Handbrake

- Silicone Comfort Grip w/ Beauty Ring
 - Lightweight Handle w/ Speed Holes
 - Ultra Compact No Shimmy Design
 - Optional Billet Reservoir for Stand Alone
 - Billet One Piece Base
- * Available in Reverse Mount (Pull Towards) & Forward Mount (Pull Up & Pull Towards)



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3.5 BRAKE SYSTEM

- A. The primary brake system must hydraulically operate all 4 wheels.
- B. Brake systems that use a single (non-tandem) master cylinder to operate all 4 wheels are prohibited.
- C. Brake systems may be biased only front to rear. No brake bias may be used in a side to side configuration.
- D. As of the 2023 season, Aftermarket brake/clutch pedal assemblies will no longer be allowed on vehicles in Formula Drift PROSPEC. Vehicles with aftermarket brake/clutch pedal assemblies will incur a championship points penalty of 3 points per round (total of 12 points over the 4-round season)
- E. Driver adjustable brake bias is allowed.
- F. When a brake light pressure sensor is used it must be mounted in line with the front brake master cylinder and have no restrictions in between.




NEW!

**S-Chassis
R-Chassis
350Z / G35
Z06**

Billet Rocker arm with adjustable pedal ratio
TIG Welded, Zinc coated bracket
Allows the use of Motorsport grade braking components
Adjustable pedal ratio
True dual masters
Safer in the rare case of a MC failure
Better pedal feel for brake modulation
Will pass FD Pro Spec rules for 2023
No cutting or drilling of the car is required

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OFF-ROAD USE ONLY - Not intended for road going vehicles

UNIVERSAL TANDEM MOUNT BOLT-ON BALANCE BAR ASSEMBLY

The ultimate in brake bias control for performance and race vehicles is an adjustable balance bar with dual master cylinders. Wilwood's Tandem Mount Balance Bar Assembly bolts in place of a typical horizontal bolt pattern tandem master cylinder and provides a sturdy mounting location for two race-type vertical bolt pattern master cylinders, with no custom fabrication needed.

Ideal for modified street cars/trucks needing fast and easy brake bias adjustability to optimize braking for different performance driving situations and skillsets.

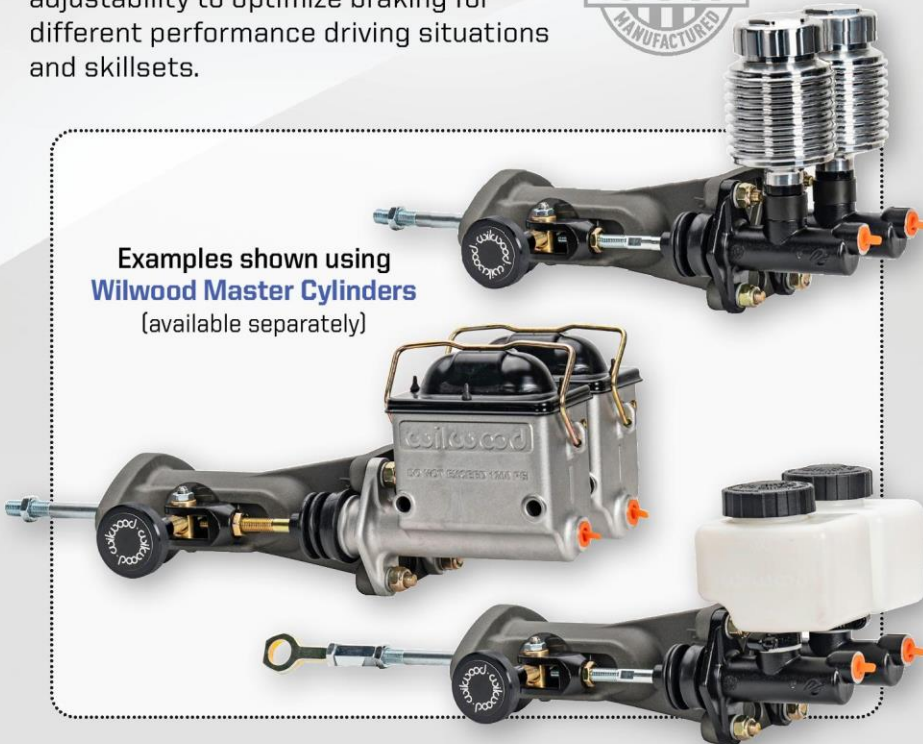


P/N: [340-16920](#)
Tandem Mount Balance Bar Assembly



P/N: [340-16928](#)
Tandem Mount Balance Bar Assembly with Eyelet

Examples shown using
Wilwood Master Cylinders
(available separately)



FEATURES:

- Bolts to firewall in place of tandem master cylinder
- Easily converts tandem master cylinder vehicles to a balance bar bias adjustable setup with individual master cylinders
- Dual master cylinders allow better front-to-rear brake balance by utilizing differing bore sizes
- Easily adjust brake bias with included knob, or use an optional remote cable adjuster (P/N: [340-4990](#))
- Strong, lightweight forged billet aluminum construction
- Designed with oval mounting holes for 3.22" to 3.40" on center studs for a wide variety of vehicle fitments
- Mounts Wilwood or other brand dual master cylinders with 2.25" on-center vertical bolt holes

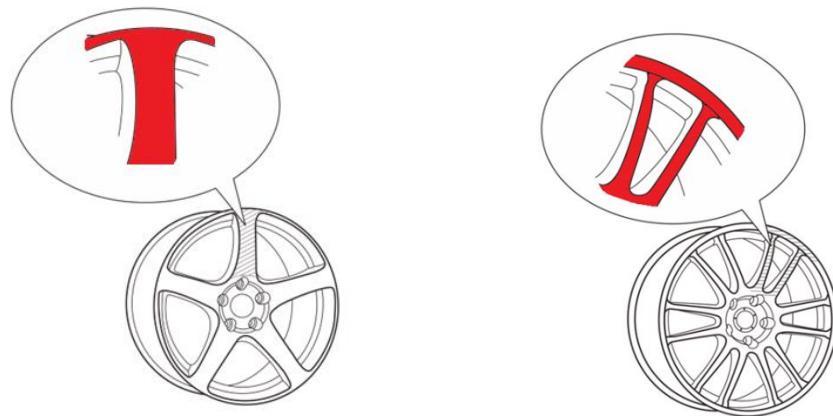
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wilwood.com • info@wilwood.com

PART NUMBER	DESCRIPTION
340-16920	Tandem Mount Balance Bar Assembly
340-16928	Tandem Mount Balance Bar Assembly with Eyelet
340-4990	Remote Bias Adjuster

- G. When a brake pressure switch is used it must be mounted within 1 foot of the master cylinder.
- H. Brake lights must be operatable with the ignition off, only the master cutoff being on is required for operation.
- I. Secondary hydraulic e-brake systems are allowed as a fully separate system or as a pass through system.
- J. Secondary Brake system / E-brake must only operate the rear wheels.
- K. Carbon fiber, carbon ceramic, and carbon variant brakes or rotors are not allowed.

3.6 WHEELS

- A. Beadlocks, wheel screws and any means of attachment between wheel and tire is prohibited.
- B. The space between the rim and the internal portion of the tire must be filled only with air. Use of inner tubes, tire balls, Mousse, Tubliss systems, and tire pressure relief valves are not allowed.
- C. Wheels must be DOT approved for use on passenger car vehicles including bead seat profile and dimensions.
- D. Center lock, mono lug, and center lug wheels are prohibited.
- E. **All wheels must be constructed from aluminum or steel. All other materials are prohibited.**
- F. Carbon fiber or hybrid carbon fiber/alloy wheels are not allowed.
- G. **Any wheel designs with movable pieces while the vehicle is stationary or in motion are prohibited.**
- H. As of the 2023 season, vehicles will be required to have a contrasting color on a specific portion of each wheel during official practices, qualifying and competition.
 1. Wheel coloration examples are in the figures below, the shaded areas are examples of allowed coloration placement. Any questions regarding the visibility or allowed wheel coloration placement, will be determined by the Judges during the event.



3.7 WHEELS TETHERS

Wheel tethers are recommended on the front and rear wheels.

4. DRIVETRAIN

4.1 ENGINE

- A. Engine substitutions and modifications are free, but may only run on gasoline, diesel, and ethanol blends.
- B. **Use of methanol blends are prohibited.**
- C. Electric and Hybrid power systems are eligible for competition with prior written approval from the COMPETITION DIRECTOR.
- D. Throttle Drive-By-Wire systems are eligible for competition, but teams may be asked to provide ECU and PDM data logs of all system channels for all official practice and competition sessions at the conclusion of the event. Failure to provide specified data will result in loss of up to and/or all competition points.
- E. As of the 2022 season, Link ECU will be the exclusive ECU supplier and will be mandatory on all Formula Drift PROSPEC vehicles.
- F. **Link ECU is the exclusive ecu supplier, branding and logos of ECU manufacturers besides Link ECU on competition vehicles are limited to 8-inch x 12-inch on each panel.**



- **Does a Link ECU support my engine?**
 - Our PROSPEC ECU is adaptable to almost any EFI petrol engine. Please contact Jason@linkecu.com for specific advice on your engine.

- **What is the specification of a PROSPEC ECU?**
 - Engine Configurations
 - 1-12 Cylinder Distributed
 - 2-12 Cylinder Wasted Spark
 - 1-8 Cylinder Direct Spark
 - Odd Fire Engines
 - 2-Stroke, 4 Stroke and Rotary Engines
 - Configurable Firing Order
 - Configurable TDC Points (for odd fire)

- **What Inputs and outputs will the PROSPEC ECU support?**
 - Inputs/Outputs
 - 8 x High Current Injector Drives (suits high impedance injectors)
 - 8 x Ignition Channels
 - 8 x Auxiliary Outputs (All PWM capable). Aux5-8 can control Stepper Motors and drive High or Low
 - 8 Digital Inputs (All capable of reading frequencies up to 10kHz)
 - +5V Out
 - +8V Out
 - 3 Temperature Inputs (Configurable pull-ups on ANT1&2)
 - 8 x 0-5V Analog Inputs
 - 2 x Trigger Inputs (Reluctor, Optical or Hall Sensors)
 - On Board Baro

- **What adjustments can be made with my PROSPEC ECU?**
 - Ignition adjustments
 - Distributor, Twin Distributor, Wasted Spark, Direct Spark, Rotary leading Wasted and Rotary
 - Leading Direct Ignition Modes
 - Up to 440 Zone Ignition Table with configurable load and RPM centers. Configurable X and Y Axis Parameters
 - Configurable Maximum Advance
 - Configurable Spark Duration
 - Configurable Spark Edge
 - Dwell Time Table with configurable X and Y Axis Parameters
 - Multiple Ignition Tables
 - Up to 6D Ignition Mapping (3D Ignition Table + 3x3D Overlay Trim Tables)
 - Individual Cylinder Ignition Trim
 - IAT Trim
 - Voltage Correction
 - ECT Trim
 - Transient ignition retard
 - Adjustable ignition delay compensation
 - Ignition test function
 - Idle ignition control
 - Fuel adjustments

- Traditional, Modelled and Modelled Multi-Fuel Equations
- Single-Point Group, Multi-Point Group, Sequential, Semi-Sequential, Group Staged, Sequential Staged and Sequential/Multi Point Group Staged injection modes
- Asynchronous injection (can add more fuel after initial injection if conditions change)
- Quick tune (automated fuel tuning)
- Up to 440 Zone Fuel Table with configurable load and RPM centers. Configurable X and Y Axis Parameters
- Multiple Fuel Tables
- Up to 6D Fuel Mapping (3D Fuel Table + 3x3D Overlay trim tables)
- Injection Rate Control for Group Injection Modes
- Master Enrichment for Traditional Fuel tuning
- Pre-Crank Prime
- First Crank Prime
- Crank Enrichment
- Post Start Enrichment
- Warm Up Enrichment
- Acceleration Enrichment
- IAT Fuel Correction
- Injector Deadtime Compensation
- Injector Short Pulse Width Compensation
- Injector Timing Control with Beginning, Middle or End Injection Definable
- AFR Table Correction
- Dual Closed Loop Lambda
- Individual Cylinder Fuel Trims
- Overrun Fuel Cut
- Idle Load Trims
- Fuel Temperature Correction
- Barometric pressure compensation
- Injector test function

- **What protections does the PROSPEC ECU offer?**

- Knock control
- Engine Temperature Dependent Progressive Limiting
- System Voltage Limit
- User Configurable RPM Limits based on external input
- MAP Limit with dual tables
- Optional hard cut
- Progressive cut control
- Selectable fuel or ignition limiting
- Ignition trim and configurable trim decay
- Adjustable control range
- Selectable cut effect (adaptive or constant)

- **What kind of data acquisition is available?**

- 512 Megabytes of Datalogging
- Up to 250 ECU Logging channels
- Up to 1kHz per channel with a maximum total sample rate of 100kSamples/s when using ECU Logging
- Unlimited channels when using PCLink logging

THE LEADER IN PERFORMANCE COOLING



“At 9,000 RPM swinging sideways with no airflow; these Derale fans keep temps in check, even during the craziest hot laps.”

– Ryan Litteral



High-Output Dual Rad Fan
Aluminum Powerpacks



Hyper-Cool Dual
Remote Fluid Cooler



COOLING SYSTEM

- A. Cooling system modifications are free but must be fully closed and free of leaks.
- B. Automatic water sprayers will be allowed during competition, but must not be leaking on the track, starting line, or grid area.
- C. If cooling system lines are routed in the driver's compartment or a trunk area that is open to the driver, they must be separated from the driver by a crushable metal enclosure made up of .036-inch steel, or .050 inch aluminum. The floor of the enclosure must be designed to prevent accumulation of fluids.
- D. Cooling lines and fittings shielded with fire sleeve can be used in place of the metal shielding requirements.
- E. Radiators located inside the driver's compartment must be separated from the driver and may be ducted through a maximum of two 10 inch round holes in the chassis floor. **The bulkhead in a hatchback vehicle must be affixed to the chassis and no movable structure or panel such as the hatch will be allowed as part of the bulkhead.**
- F. Cooling systems shall be filled with water only. Coolant Additives such as NEO "Keep Cool" and Redline "Water Wetter" are allowed.
- G. Radiator catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment.
- H. All engine components and exterior components that support engine operation such as coolers, pumps, tanks, and lines must be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.
- I. Skid plates are allowed for the protection of engine associated components such as lines for oil, cooling, and fuel. Skid plates shall cover the minimal area needed for the protection of those components. Metallic skid plates shall be made up of a maximum thickness of .125-inch steel or .1875-inch aluminum.

4.2 OIL SYSTEM

- A. Oil system modifications are free but must be fully closed and free of leaks.
- B. If the oil tank is located in the driver's compartment area, or a trunk / hatch area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036-inch steel, or .050-inch aluminum. **The bulkhead in a hatchback vehicle must be affixed to the chassis and no movable structure or panel such as the hatch will be allowed as part of the bulkhead.**
- C. The floor of the enclosure must be designed to prevent accumulation of fluids.
- D. Oil catch tanks with a minimum capacity of one (1) quart are required. Catch tanks must be securely fastened and sealed from the driver's compartment. Wristbands are recommended on all breather filters.
- E. All engine components and exterior components that support engine operation such as oil cooler, Accu-sump, dry-sump tank, oil filter, and oil lines must be protected and within the confines of the factory frame rails and factory bumper or tubular bumper structure.
- F. Skid plates are allowed for the protection of engine associated components such as lines for oil, cooling, and fuel. Skid plates shall cover the minimal area needed for the protection of those components. Metallic skid plates shall be made up of a maximum thickness of .125-inch steel or .1875-inch aluminum.

4.3 FUEL SYSTEM

4.3.1 FUEL TANK/ CELL

- A. The fuel system design is free, but engines may only run on gasoline and ethanol blends.
- B. **Use of methanol blends are prohibited.**
- C. Safety Fuel cells are required for all vehicles with a relocated fuel tank.
- D. Safety fuel cells shall consist of a bladder enclosed in a metal container.
- E. Safety fuel cell support structures must be welded to the vehicle. Bolt on support structures are prohibited.
- F. If the factory fuel tank is retained, the tank must be mounted in the factory location, and in the factory manner while being enclosed by the factory sheet metal.
- G. Drag race style fuel cells with bottom mount sumps and or fittings are prohibited. Fuel cells meeting SFI 28.1 are recommended.
- H. Fuel tank/cell must be separated and completely sealed to prevent the passage of fluids or flames from entering the driver's compartment by a permanently mounted steel or aluminum bulkhead. The bulkhead in a hatchback vehicle must be affixed to the chassis and no movable structure or panel such as the hatch will be allowed as part of the bulkhead. Fuel cells may be installed in the interior of the vehicle, preferably within the confines of the roll cage structure.
- I. The floor pan may be modified to fit a fuel cell and lines.
- J. Fuel cells must have a flapper valve installed to prevent spillage in the event of a roll over.
- K. Fuel System must not leak on the track, starting line, or grid area.
- L. Installation of Discriminator valves may be required on vent lines to prevent fuel leaks.
- M. Pressurized refueling is prohibited.
- N. Skid plates are allowed for the protection of engine associated components such as lines for oil, cooling, and fuel. Skid plates shall cover the minimal area needed for the protection of those components. Metallic skid plates shall be made up of a maximum thickness of .125-inch steel or .1875-inch aluminum.

4.3.2 FUEL LINES

- A. Fuel lines and fittings must be high-pressure type and routed in such a way that do not interfere with moving parts and be securely insulated and attached to the unibody or chassis.
- B. No fuel lines may be routed through the driver's compartment.
- C. Teams may install dry-break fuel-filler attachments in the rear quarter windows or into the rear windshield or trunk lid to facilitate re-fueling from outside the vehicle.
- D. The fuel filler tube between the fuel filler neck and the fuel cell, or tank, must be bulk-headed with .036-inch steel or .050-inch aluminum and sealed.
- E. There shall be a flexible tube between the fuel filler neck and the fuel cell/tank to allow for misalignment of the tube as the result of an accident as well as a one-way "flapper" valve.

Inline Safety Valve System

Control The Flow of Nitrous Oxide From Inside or Outside Your Car!

The ability to shut-off the flow of nitrous oxide by a safety worker from outside the vehicle in case of an accident is a major concern of motorsports sanctioning bodies. This new system from Nitrous Supply solves the problem.

PULL

CALL US

Nitrous Supply's innovative Inline Safety Valve combines its high-flowing Outlaw Power Valve with an in-car driver-actuated lever with a pull handle that can be mounted on a pillar or in the rear of the vehicle. It has a big .500" internal orifice and AN-8 inlet/outlet.

The primary assembly should be mounted for easy access by the driver. To mount the remote "pull handle" refer to the rules of your sanctioning body. Please state the cable length required when ordering.

#26500 - Inline Safety Valve system.....\$479.00

- Complete nitrous oxide systems configured to your exact requirements
- Bottles are our specialty. Our 15# carbon fiber bottles weigh less than 10# aluminum bottles.
- Custom manifold plumbing
- Nitrous bottle refilling
- Refill stations for high volume users

WORLD'S FASTEST CONTROL VALVES!

481.576 mph



The record-holding "Speed Demon" (world's fastest piston-powered vehicle) employs control valves by Nitrous Supply.

NS

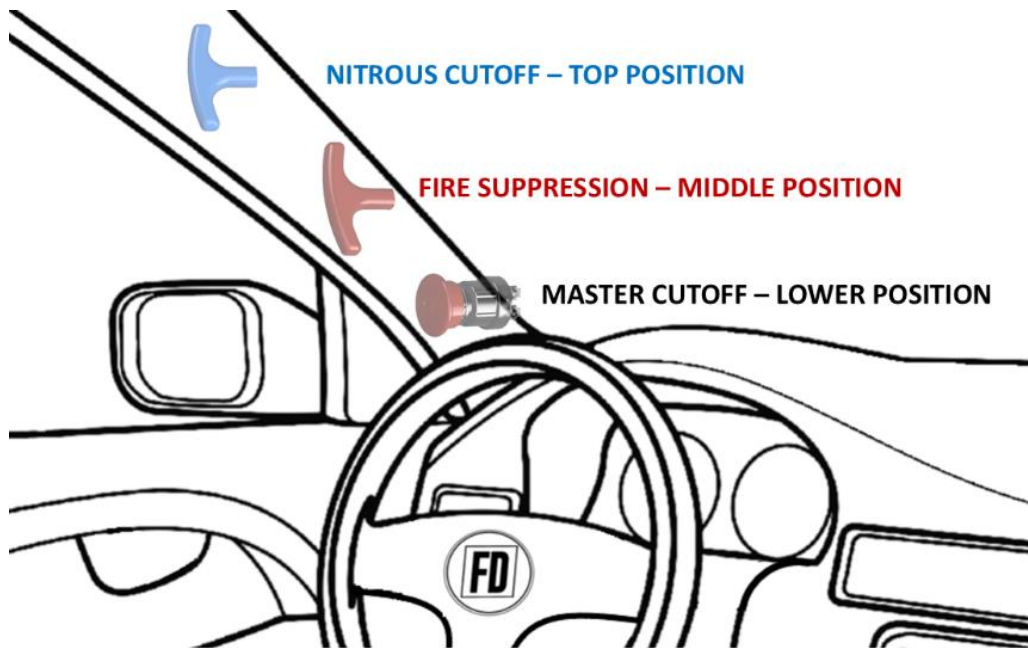
NitrousSupply.com

15222 Producer Lane, Huntington Beach, CA 92649

714-373-1986

4.4 NITROUS OXIDE

- A. As of 2025, All Nitrous Oxide equipped vehicles must have an inline safety valve system for remotely cutting off Nitrous flow to the solenoids without turning off the bottle.
- B. The ONLY APPROVED Inline safety valve system is available from Nitrous Supply part number #26500.
- C. The Nitrous cutoff (BLUE in color) pull t-handle must be located on the driver's side A-pillar. Refer to the Figure below



- D. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the Nitrous cutoff.
- E. Nitrous Oxide bottles must be securely mounted inside the body line and protected within the confines of the factory frame rails and factory bumper or tubular bumper structure.
- F. All Nitrous bottles must be recertified every 5 years and stamped to indicate the last inspection date.
- G. All Nitrous bottle must be stamped with minimum DOT -1800 pound rating.
- H. The use of commercially available thermostatically controlled blanket type warmer is accepted. The use of torch or any other external heating of the bottle is prohibited and will result in suspension from the event.
- I. The use of plastic bottle brackets is prohibited.
- J. Nitrous bottles located in the driver compartment must have a “BLOW DOWN TUBE” which consists of a pressure relief valve (Example from NOS- Part number NOS 16169) and be vented to the outside of the driver compartment (Example from NOS- Part number NOS 16160).



This multi piece billet clamp was designed to be as universal as possible for a wide range of chassis' and roll cage configurations for a LHD, Driver side A-pillar.

Designed for 1.5" roll cage tubing. It clamps roughly 60% of the tube, leaving room for welded in gussets to your a-pillar and/or super tight roll cages that are welded directly to the a-pillar.

This clamp is a multipiece design so it can be installed to a completed race car. The third piece of the clamp allows adjustments for clocking where needed based on your race car.



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4.5 EXHAUST SYSTEM

- A. Exhaust system modifications are free, but must exit past the rear axle or in the original location.
- B. Mufflers are not required.

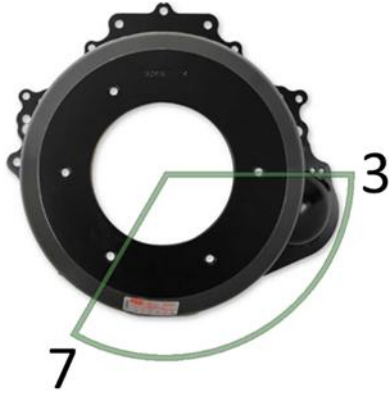
4.6 STARTER

All vehicles must be equipped with an on-board starter and power supply which must be in working order at all times

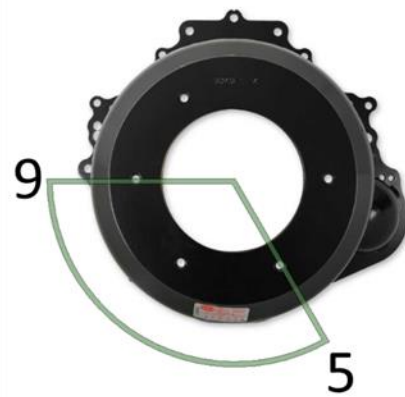
4.7 TRANSMISSION

- A. All vehicles must be equipped with a functioning reverse gear
- B. As of 2021, all vehicles must be equipped with a H-pattern transmission, sequential transmissions will no longer be allowed.
- C. Vehicles not equipped from the factory with a transaxle are prohibited from converting to a transaxle.
- D. Factory equipped transaxle vehicles are allowed to convert to a separate transmission and differential.
- E. Differential and rear-ends must remain single speed. Two / multi speed differentials are prohibited.
- F. Transmission and/or final drive modifications are free, but only the rear wheels may propel the vehicle.
- G. As of 2020 all vehicles must be equipped with a SFI approved bellhousing meeting Spec 6.1, 6.2, or 6.3 and be labeled accordingly.
 - 1. SFI approved steel bellhousings may be modified in accordance with the figures below to facilitate clutch cooling.

Left Hand Drive
Modifications may be made between 3 and 7 o'clock looking at the bellhousing from the transmission side.



Right Hand Drive
Modifications may be made between 5 and 9 o'clock looking at the bellhousing from the transmission side.



Modifications may be made in the area a minimum of 4 inches from the back side of the engine flange and a minimum of 1 inch from the front side of the transmission flange.



Two 1.75 inch round holes may be drilled in the defined area under the following conditions:
The outside of the holes must be separated by a minimum of 2 inches,
The outside of the holes are not drilled within one inch of any other opening.
The outside of the holes must remain inside the defined area.

- H. If a SFI approved bellhousing meeting Spec 6.1, 6.2, or 6.3 is not commercially available, a flywheel shield may be used.
 - Flywheel Shield must:
 - Be made of ¼ minimum thickness steel plate
 - Be securely mounted to the chassis / unibody structure
 - Completely surround the bellhousing in 360 degrees.
 - Not be bolted to the bellhousing or the transmission
 - Extend forward at least 1 inch ahead of the flywheel
 - Extend 1 inch to the rear of the rotating components of the clutch and pressure plate.
- I. As of 2020, Shifter and/or shift linkage must be covered with a SFI 48.1 approved shift boot.
- J. Clutch release must be manually operated by driver's foot.
- K. As of the 2023 season, Aftermarket brake/clutch pedal assemblies will no longer be allowed on new vehicles in Formula Drift PROSPEC. Vehicles with aftermarket brake/clutch pedal assemblies will incur a championship points penalty of 3 points per round (total of 12 points over the 4-round season)
- L. Automatic transmission and dual clutch transmissions are prohibited.
- M. Automated, timer-type, pneumatic, electric, electronic, hydraulic shifting mechanism prohibited; each individual shift must be a function of the driver and controlled manually.

4.8 DRIVESHAFT

- A. All vehicles must have a driveshaft retaining loop mounted within 6 inches of the forward most universal joint and be securely attached to a unibody or frame structure as in Figure 9.
- B. The driveshaft loop may be made of minimum .250-inch x 2-inch wide steel strap or .875-inch x .065-inch steel tubing and be securely mounted in case of universal joint failure. (Example from Summit Racing- Part number SUM-G7900)

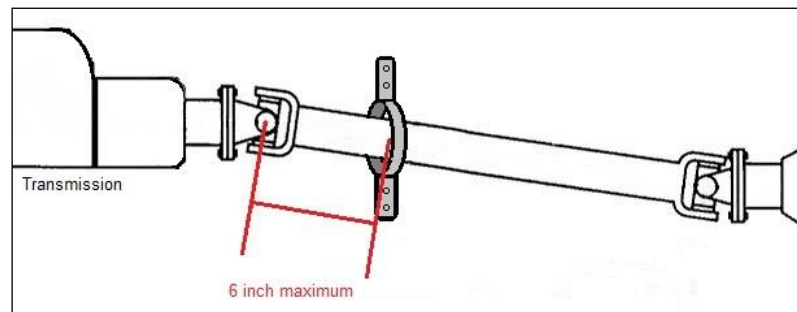


Figure 9

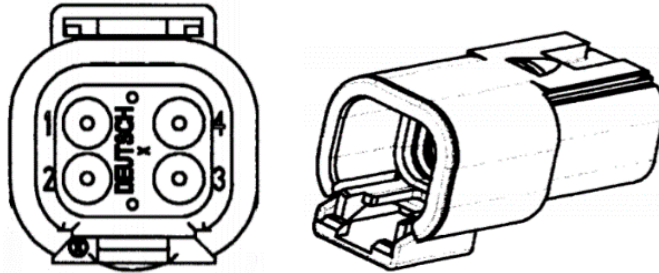
4.9 DRIVER AIDS

- A. Traction control, torque / power management, and other non-specified "driver aids" are not allowed including but not limited to speed sensors, linear transducers, driveshaft rpm, and steering position.
- B. The use of driver viewable in and on car cameras is strictly prohibited.
- C. Wheel speed and driveshaft sensors must be removed.

4.10 DATA MONITORING

- A. As of 2020 all vehicles are required to record data for the series.
- B. All vehicles are required to provide a 4 pin DTM connector (DTM04-4P) wired according to the table below and accessible from where the A-pillar meets the upper door bar on the passenger side of the vehicle.

PIN	Function
1	CAN HI+
2	CAN LO-
3	12v +
4	12v -



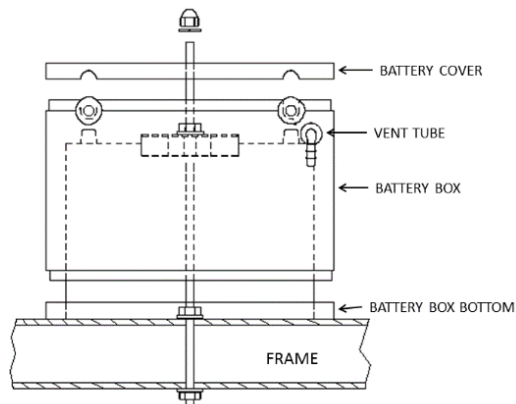
Contacts are crimp type with male pins, the datasheet is available from Digikey.com search DTM04-4P.

- C. The 12-volt circuit must supply power when the master cutoff switch is turned on.
- D. The 12-volt circuit must be capable of supporting a 5-amp current load.
- E. Vehicles with the inability to transmit data will be subject to penalties such as loss of track time, fines, and/or loss of series points.
- F. These systems may be used for judging and technical purposes.
- G. Any data collected is the property of FORMULA DRIFT, and discretion will be used between the team and FORMULA DRIFT.
- H. If required, detail regarding sourcing, installation, and operation of a Data Acquisition system will be referenced in official FORMULA DRIFT publications including but not limited to Supplemental Regulations, Bulletins or Memos.

5. ELECTRICAL SYSTEM

5.1 BATTERY

- C. The battery must be securely mounted and the positive terminal completely insulated to avoid contact with any other metal parts.
- D. A maximum of two batteries are allowed on vehicles with an internal combustion engine. All batteries must be connected and in use.
- E. Batteries may be relocated.
- F. Relocated batteries must be fastened to the frame or unibody with a minimum of two 3/8-in diameter bolts.
- G. Plastic hold down brackets and J bolts or hooks are prohibited.
- H. If the battery is located in the driver's compartment, it must be in a sealed box with the battery fastened inside the box and securely bolted to the unibody/ chassis while being properly vented and drained.
- I. Refer to Figure 10 (Example from Taylor Cable- Part number 48103)



(2) 3/8" THREADED RODS TO PASS THROUGH BATTERY BOX AND HOLDDOWN TO SECURE THE BATTERY TO THE VEHICLE'S FRAME

Figure 10

5.2 MASTER CUTOFF

- A. A master electrical cutoff switch is mandatory and must be wired to completely shut off all engine and electrical system functions.
- B. As of 2025, The master electric cutoff switch must be:
- RED E-stop style switch must be located on the driver's side A-pillar and be easily accessible. Refer to Figure 12.
 - Push off type - push in to disconnect circuit.
 - Honeywell part number- 87941. Refer to Figure 11.
 - Available from- HCR Innovations, DigiKey, Mouser, etc.
 - Labeled with the decal in Figure 13.



Figure 11

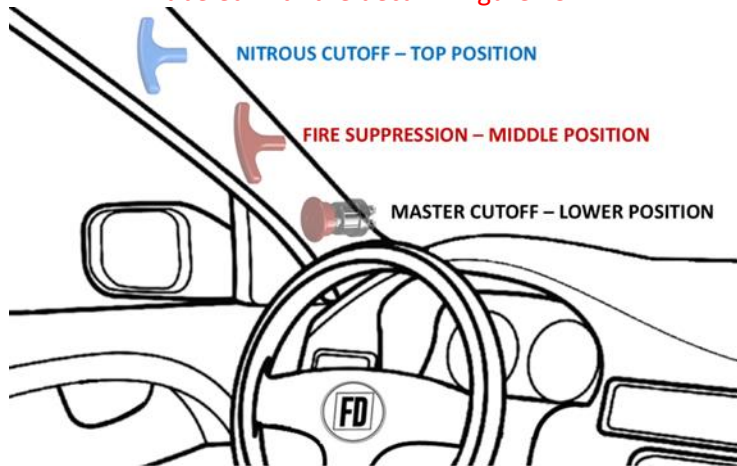


Figure 12



Figure 13

- C. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the master cutoff switch.
- D. The electrical terminals of the cut-off switch and/or any relays used in the circuit must be sufficiently insulated.



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This multi piece billet clamp was designed to be as universal as possible for a wide range of chassis' and roll cage configurations for a LHD, Driver side A-pillar.

Designed for 1.5" roll cage tubing. It clamps roughly 60% of the tube, leaving room for welded in gussets to your a-pillar and/or super tight roll cages that are welded directly to the a-pillar.

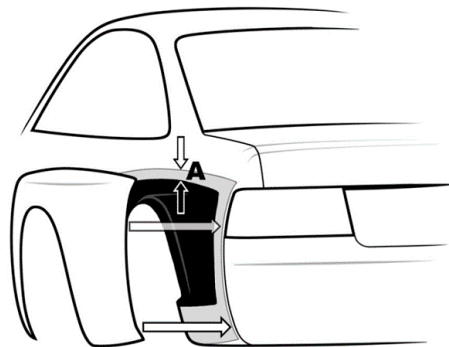
This clamp is a multipiece design so it can be installed to a completed race car. The third piece of the clamp allows adjustments for clocking where needed based on your race car.

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6. BODY EXTERIOR AND INTERIOR

6.1 BODY PANELS

- A. Vehicles must maintain the OEM look and feel.
- B. Panels must be clean, free of damage and presentable for competition. This includes the trunk or hatch being present unless damage was sustained to those panels during that event.
- C. All bodywork must be painted or covered and securely attached to the vehicle.
- D. Aftermarket body panels, front and/or rear fascias, side skirts and wings are permitted.
- E. One piece front ends are not permitted.
- F. Over fenders are permitted and should be installed as in Figure 14.
- G. Body work that is not designed as OEM or an OEM replacement of the original make and model of the vehicle must be approved by the COMPETITION DIRECTOR.
- H. Bumper bars must remain in the confines of the body lines and body work, without additional covers or body work extensions in order to do so.
- I. The bumper covers must be approved by Formula Drift and be acceptable to the COMPETITION DIRECTOR.
- J. All aftermarket panels and aerodynamic devices must be securely fastened to the vehicle and are subject to approval of the COMPETITION DIRECTOR.



Dimension A: 1 inch

Figure 14

6.2 DOORS

- A. Doors must be mounted to the chassis with unmodified factory hinges. (quick release doors are prohibited)
- B. Doors must use the factory latch mechanism.
- C. The inside and outside door latch/ lock operating mechanism must be functional and readily accessible for the driver to exit the vehicle.
- D. Doors with an exposed interior must have the sharp edges removed or covered.

6.3 WING

- A. Wings that are multi-piece mounted on standoffs and those that are not directly attached to the trunk or hatch will be prohibited at tracks where they may come into contact with walls, fencing, and signage. Examples of such tracks include, but are not limited to Long Beach, Orlando, Wall, and Seattle.
- B. No vertical aerodynamic elements may be added to vehicles other than two wing standoffs and two wing end plates.
- C. The size of each standoff and endplate may not exceed 12x16 inches dimensionally in size per piece. Refer to Figure 15.
- D. Wings with standoffs must have the endplates and the wing tethered with independent cables to the vehicle. Contact Formula Drift for the specifications required on wing tethers.

- E. Wings must be securely bolted to the vehicle use of quick release pins is prohibited.
- F. The installation of these devices may not obstruct the view, from any angle, or operation any of safety device, signaling light, indicator, or other equipment.

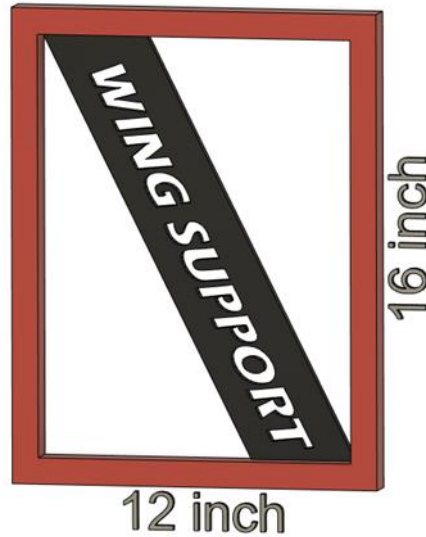


Figure 15

6.4 WINDSHIELD

- A. Windshields must be OEM glass or Lexan/polycarbonate replacement.
- B. Lexan/polycarbonate windshields must be a minimum thickness of .1875-inch
- C. Lexan/polycarbonate windshields must be securely mounted and have a vertical brace .750-inch wide x .0625-inch aluminum which is securely mounted down the center of the opening on inside the vehicle.
- D. Windshields must be clear, use of tint is prohibited.

6.5 WINDOWS and WINDOW RESTRAINTS

- A. Quarter and rear windows must be OEM glass or clear/polycarbonate with minimum thickness of .125-inch and securely bolted in place.
- B. Door windows and rear windows must be clear, use of tint or wrap is prohibited.
- C. Door windows shall have a window net, or a piece of Lexan/polycarbonate in place of both front window openings whenever the vehicle is on-track.
- D. Lexan/polycarbonate door windows must have an opening located in the circled portion in the Figure below for external unobstructed access to the electrical master cutoff, Fire suppression system, and Nitrous cutoff.
- E. Competitors may choose to use arm restraints in lieu of door windows or a window net.
- F. Competitors with convertible vehicles must use arm restraints.



6.6 WIPERS

Vehicles must have a functioning windshield wiper.

6.7 MIRRORS

- A. Two external, rear-facing mirrors are required, and must be positioned so that the driver can see objects along both sides of the vehicle.
- B. OEM mirrors in the OEM mounting position are encouraged.

6.8 HOOD PINS

- A. Two hood pins, equally spaced across the front of hood and are required within 24-inches of the leading edge of the hood.
- B. The original stock latch must be removed.

6.9 DECALS

- A. All required FORMULA DRIFT and/or other decals or markings must be present in the specified location.
- B. FORMULA DRIFT windshield banners are required.
- C. FORMULA DRIFT reserves the right to have any decals, marks, or other items removed or covered at their discretion.
- D. No non-approved Formula DRIFT Tire Sponsor or Tire Supplier logos are permitted anywhere within the event venue(s), on vehicle transports or rigs, competition vehicles, uniforms or driver suits. Additionally, no material or promotional items are permitted with non-approved tire manufacturers branding and/or logos allowed at Formula DRIFT events.
- E. **No non-approved Formula DRIFT Tire Sponsor or Tire Supplier logos are permitted anywhere within the event venue(s), on vehicle transports or rigs, competition vehicles, uniforms or driver suits. Additionally, no material or promotional items are permitted with non-approved tire manufacturers branding and/or logos allowed at Formula DRIFT events.**
- F. **Link ECU is the exclusive ecu supplier, branding and logos of ECU manufacturers besides Link ECU on competition vehicles are limited to 8-inch x 12-inch on each panel.**

6.9.1 DECAL PLACEMENT

All competing vehicles must carry the following mandatory decals, as well as any other decals as mandated by FORMULA DRIFT via supplemental regulations, memos, and other communications.

6.9.2 DECAL PLACEMENT KEY

- 1. (2) Formula Drift Number/ Name Plate. 1-inch x 1-inch from top of door
- 2. (1) Formula Drift Decal
- 3. (1) Formula Drift Windshield Banner
- 4. or 5. (1) Passenger side Formula Drift Sponsor Decal

GT Radial logo placement must be on rear quarter panels and hood. All three Logos in total must be a minimum of 250 square inches.

- A. Competitors may also be required to carry event specific sponsor/ contingency decals.
- B. All vehicles must have the number plate in the designated area above.
- C. Any alteration such as cutting or modifying is not allowed.
- D. A minimum fine of \$500 per event will be issued to any violators.



6.10 TOWING APPARATUS

Must be equipped front and rear as follows:

- A. Load Rating of not less than the gross vehicle weight.
- B. Minimum internal hole diameter of 2inches.
- C. If made of a metal it must not protrude more than 3in from a blunt surface.
- D. Colored in a contrasting color to the surrounding body work.
- E. If the towing apparatus is not clearly visible, the position must be clearly identified by the word "TOW" or an arrow in a contrasting body color.

6.11 LIGHTS

6.11.1 OEM LIGHTS

- A. All OEM lights must remain in place, Headlights, tail lights and brake lights must function normally.
- B. Brake lights and tail lights may only be red, tinting is prohibited.
- C. Rearward facing strobe lights of any color is strictly prohibited.
- D. Any variation of red and or orange colored headlights is prohibited.
- E. Headlight replacements and modifications are subject to approval by the COMPETITION DIRECTOR.
- F. The use of electrical, mechanical, and or hydraulic cutoff switches, relays, or any other device that renders the brake lights inoperative in any way, is strictly prohibited.

6.11.2 THIRD BRAKE LIGHT STRIP

- A. Front brake light strip must be removed from the vehicle.
- B. Rear Brake light strips must be connected to the existing brake light circuit.
- C. Rear Brake light strip must be mounted on a fixed non removable panel or structure.
- D. Rear Brake light strip must be visible from the rear of the vehicle.
- E. Brake light strips are 36 inches long and must remain 36 in long.
- F. Damaged light strips with over 50% not functioning will need to be replaced prior to competition.
- G. Contact Formula Drift for the updated brake light strip supplier list.

6.12 INTERIOR

- A. The interior of the vehicle must be clean and professional in appearance.
- B. Passenger side floor board must be clean and free of obstructions for a passenger such as a nitrous bottle, suit coolers, and batteries.
- C. All non-essential and/or loose items must be removed.
- D. All carpeting and/or sound deadening material must be removed.
- E. Supplemental Restraint Systems (SRS) must be removed.

6.13 DASHBOARD

- E. The dashboard must be either stock or fiberglass stock appearing replacement for your chassis.
- F. Dash replacements must be similar dimension, appearance, and position of the stock dashboard. The "Spirit of the rule" will be enforced and violations will result in penalties for each round the violation occurs.
- G. Sheetmetal dashboards are prohibited.

6.14 STEERING WHEEL

Any steering wheel except wood rimmed may be used.



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Complete communication packages for
drivers and crew



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7. DRIVER'S SAFETY EQUIPMENT

7.1 HELMET

- A. All occupants must wear a safety helmet during on-track sessions. Only helmets certified to meet the following standards are permitted:
 - 1. Snell Memorial Foundation – SA2015, SA2020
 - 2. SFI Foundation – Spec 31.2A
 - 3. FIA- 8860-2010, 8859-2015, 8860-2018,
- B. Full-faced helmets are required.
- C. Helmet visors must be closed during on-track sessions.
- D. Helmet chin straps must be buckled or fastened while on course.
- E. Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt).
- F. Accident-damaged helmets shall be given, or sent, by the driver, or his representative, to FORMULA DRIFT. It will be forwarded to the certifying organization for inspection. Details of the accident should be included.
- G. No modifications or attachments such as cameras, etc. are permitted unless approved in the original homologation.

7.2 DRIVING SUIT

- A. One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3.2/A/5 or greater, or homologated to FIA 8856-2000, 8856-2018 specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.
- B. Gloves, shoes, and socks are required and must be fire-resistant material and certified to SFI spec 3.3/5 or greater, or FIA 8856-2000 , 8856-2018 specs.
- C. Articles must be free of holes, tears or other openings except those made by the manufacturer of the equipment.
- D. Fire-resistant underwear is recommended.
- E. All drivers and teams must carry a FORMULA DRIFT series Logo and GT Radial Logo on the uppermost chest of the driver's suit and team uniform. GT Radial logo is to be minimum of 4 inches long. Other official series sponsor patches may be required.

Contact the FORMULA DRIFT office to obtain the digital file or patch.



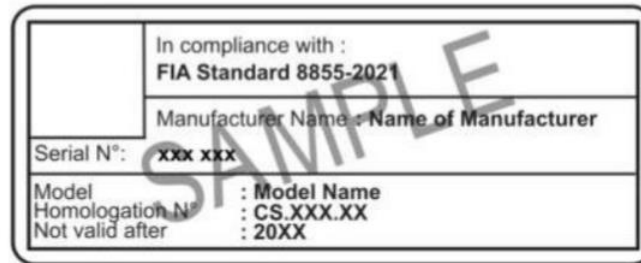
7.3 EYE GLASSES

Any corrective eyeglass material used shall be of safety glass-type, and meet U. S. Government standards.

7.4 SEATS

- A. All vehicles must have at least two seats, one for the driver, and one for a passenger.
- B. Passenger side floor board must be clean and free of obstructions for a passenger such as a nitrous bottle, suit coolers, and batteries.
- C. Each of the two required seats must be homologated to FIA standard- 8855-1999, 8862-2009, 8855-2021.
- D. As of 2015 the driver's seat must be "Halo style" for side impact head protection.
- E. The usable life of an FIA homologated seat is 5 years from the date of manufacture indicated on the seat label.

Sample FIA seat homologation label:



The homologation labels must be visible

7.4.1 SEAT SUPPORT

Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc).

7.4.2 SEAT MOUNTING

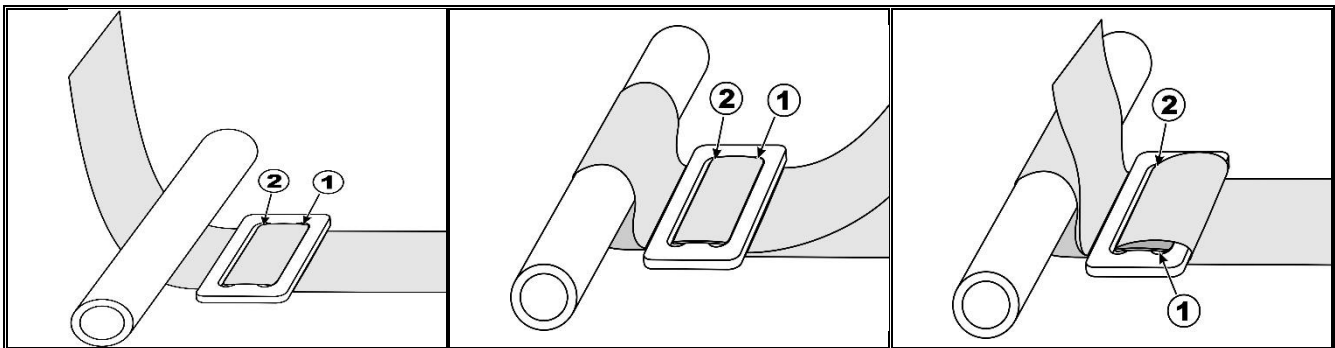
- A. All seats are to be mounted according to the seat manufacturer's instructions.
- B. The factory floor pan must remain intact with the exception of Nissan S chassis vehicles that are permitted to remove the cat hump for the installation of seat brackets.
- C. All hardware used in the mounting of seats, or other structural supports shall be SAE Grade 5 or better with a 5/16" minimum diameter.

7.5 SEAT BELTS

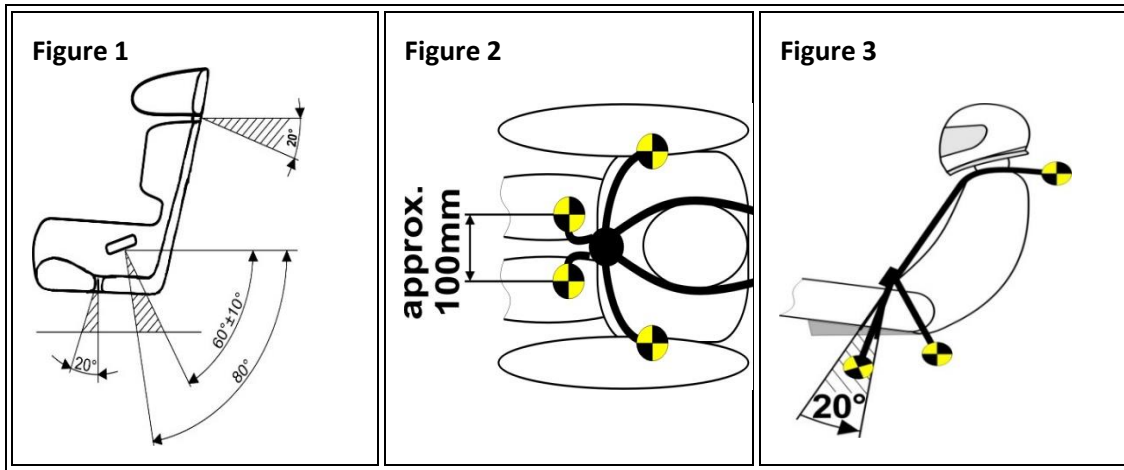
All occupants shall utilize a driver restraint system that conforms to these regulations.

- A. All occupants in FORMULA DRIFT EVENTS must utilize either a five-point, or six-point, restraint harness meeting the following specifications at all times during practice, qualifying, and the race.
- B. A minimum five-point system is required for use in automobiles is required. The system consists of a two or three in lap belt, three-inch shoulder straps or two-inch shoulder straps when used with an approved SFI 38.1 Head and Neck Restraint, and a single or double sub strap with a minimum two-inch webbing.
- C. All Harness belts must meet either SFI or FIA Homologations.
- D. There shall be a single release common to the lap belt, shoulder belts, and sub-strap harness.
- E. SFI Certification – Harness systems may be certified to SFI spec 16.1 or 16.5 and shall bear the appropriate label(s) on shoulder belts, lap belts and sub-straps.
- F. SFI Certification- Each harness is printed with the specific year and date of expiration.
- G. SFI 16.1 belts must have a 3 inch lap belt. 2 inch Head and Neck Restraint specific shoulders are permitted when used with an approved SFI 38.1 Head and Neck Restraint.
- H. SFI 16.5 belts may have a 2 or 3 inch lap belt. 2 inch Head and Neck Restraint specific shoulders are permitted when used with an approved SFI 38.1 Head and Neck Restraint.

- I. FIA Certification –Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s) on each element of the belt. FIA belts are dated with an expiration year with the belts expiring on December 31st of the year punched or printed on the FIA tags.
- J. FIA belts have a certification period of 5 years plus the remaining months of the year purchased.
- K. Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut/ frayed, if any of the buckles are bent/cracked, if the vehicle has been in a severe impact, or at the direction of the COMPETITION DIRECTOR. If any of these conditions exist, the COMPETITION DIRECTOR shall cut the certification labels off of the harness. The team will then have to replace the belt.
- L. Only separate shoulder straps are permitted. “Y-type” and “H-Type” configurations are not allowed. Sternum straps connecting the two shoulders belts over the chest are not allowed. The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve inches (12”). The shoulder harness shall be above a line drawn downward from the shoulder point at an angle of no more than 20-degrees with the horizontal and shall not be above 0-degrees. The shoulder straps shall pass through the seat back when the occupant is seated, without interference (up, down, or side to side), to the attachment points. (Figure 1).
- M. The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45-degrees, and 80-degrees, below the horizontal with the optimum angle of 60-degrees (Figure 1). The lap belts shall pass through the seat, without interference, from the attachment points and should ride over the pelvis, just below the pelvic crest, to the buckle. The top of the buckle should be positioned at least 1-inch below the belly button. The lap belt attachment must allow the lap belt to pivot at the mounting point to prevent the webbing from being loaded at an edge when loaded and must pull on the hardware in plane.
- N. The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the vehicle. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.
- O. The single or double anti-submarine strap(s) shall be attached to the floor structure of the vehicle and have a metal-to-metal connection. Bolts through the floor pan must use a backing plate on the underside of the body. If the chassis does not have a steel floor pan, other provisions must be made to provide a steel plate or bar traversing the frame rails and transmission tunnel of sufficient strength to take a minimum load of at least 1,200lbs for each mounting point.
- P. All seat belt systems are to be mounted according to the manufacturer’s instructions or to the *SFI Guide to Seat Belt Mounting* (Figure 2)
- Q. If “3-bar” adjusters are used for a lap or shoulder belt, they shall be placed as close to the mounting points as possible and must be wrapped with the final loop (Figure 4). Straps utilizing a hook with a spring-loaded clip, which attaches to an eyebolt, must use a cotter pin, or safety wire, through the small hole that prevents the clip from opening.
- R. Occupants of convertible vehicles must use arm restraints.

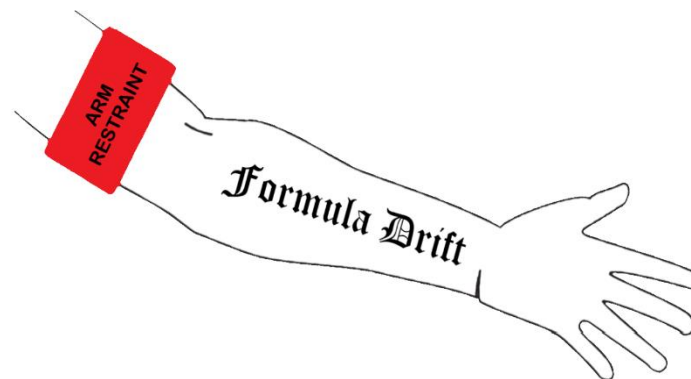


The figure above is the preferred method for harness attachment to harness bar.



7.6 ARM RESTRAINTS

- Competitors may choose to use arm restraints in lieu of windows or a window net.
- Competitors with convertible vehicles must use arm restraints.
- Slip-on Arm restraint strap should be around the bicep above the elbow and below the shoulder. (see Figure below)
- Slip-on Arm restraint Webbing or Velcro should be tightened to fit snug and securely around the bicep.
- Length of the mounting straps should be adjusted to restrict the arms from going outside the vehicle while maintaining the ability to reach the driver controls.
- Arm Restraints manufactured into the racing suit are acceptable in the position of the manufacturers design if different than the above.



7.7 HEAD AND NECK RESTRAINTS

- A Head and neck restraint certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 are required at all times on track during practice and competition.
- SFI 38.1 devices must be recertified by the manufacture or authorized manufacturer representative every 5 years. Each certification is good for 5 years from the month and year punched or printed on the SFI label.
- FIA 8858 devices do not require recertification however the dating year printed on the tether must not be more than 5 years old.
- After any significant impact, it is recommended that the device tether be replaced.

7.8 FIRE SUPPRESSION SYSTEM

- A. All vehicles must have an on-board fire extinguishing system.
- B. All fire systems shall be serviced and recertified every two years.
- C. The proof of this service shall be printed on the exterior of the bottle. Only fire extinguisher systems specifically approved by the FIA on Technical List No.16, or those meeting SFI spec 17.1 will be permitted.
- D. **Automatic and Mechanical systems are permitted. Automatic only systems are not permitted.**

7.8.1 APPROVED FIRE EXTINGUISHER SYSTEMS

- A. **As of 2025, when fire systems expire they must be replaced with a fire systems meeting the following criteria:**
 - **Fire system activation must be pull type cable actuated.**
 - **A minimum capacity of 10 lbs with 4 nozzles**

7.8.2 TRIGGERING DEVICE

- A. **Primary activation (RED in color) pull t-handle must be located on the driver's side A-pillar. Refer to Figure 16.**

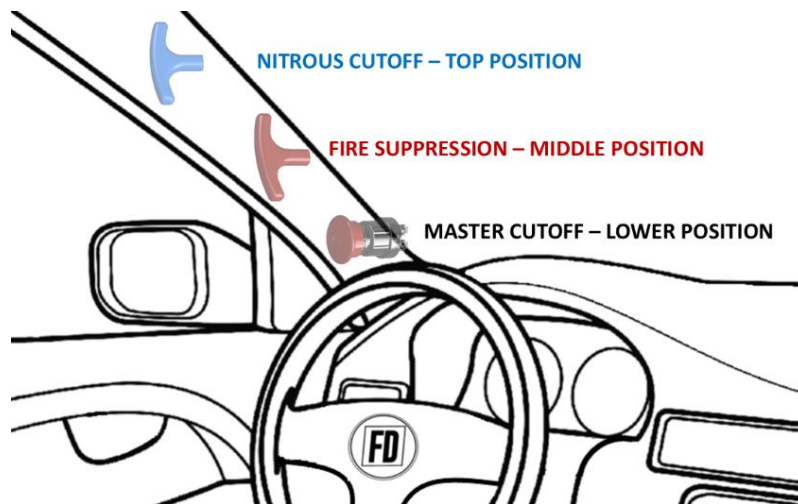


Figure 16



Figure 17

- B. **The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system.**
- C. **Labeled with the decal in Figure 17.**

7.8.3 NOZZLE PLACEMENT

- A. **One Nozzle must be placed under the dashboard pointed into the footwell. Do not point at the driver's head.**
- B. **Two Nozzles must be placed in the engine compartment. It is recommended to place one nozzle on each side of the engine block.**
- C. **One nozzle must be placed over the fuel cell to cover areas of potential fuel leaks from inlet, outlet, and filler neck.**

7.8.4 INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER:

- A. Capacity
- B. Type of extinguishant
- C. Weight or volume of the extinguishant
- D. Date the extinguisher must be checked, which must be no more than two years after the date of filling, or the date of the last check.

7.8.5 FIRE SYSTEM MOUNTING

- A. All extinguishers must be adequately protected and must be securely mounted within the driver's compartment.
- B. Do not mount with the extinguisher head pointing down or forwards.
- C. The bottle must be mounted so that it can be removed easily for verification of full charge by weighing.

7.8.6 TRIGGERING DEVICES

- A. Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the vehicle fail.
- B. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system, by means of a spark proof breaker switch, or a manual push/pull apparatus.
- C. This primary switch/apparatus must be located on the dashboard, center console, or driver's side A-pillar and must be marked with the decal pictured below.
- D. If the fire system activation primary switch used by the driver is located on the driver's side A-pillar then a second fire system activation switch is not necessary.
- E. Otherwise, a second fire system activation switch/apparatus must be fitted along the driver's side A-pillar and must be marked with the decal pictured below.

7.8.7 SAFETY PINS

All fire safety pins must be removed while in staging, grid, and on course.

8. TIRES

8.1 TIRE REGULATIONS

8.1.1 OFFICIAL TIRE



As of the 2021 Formula Drift PROSPEC season all vehicles will be exclusively using the GT Radial Champiro SX2 RS tires.

- A. All tires must be purchased from a [RaceTreads.com](https://www.racetreads.com)
- B. Sponsorship of teams is up to the discretion of the Official Tire Supplier.
- C. Tire pricing will be \$130.00* per tire including delivery, mounting, and track side support.
- D. Contact Race Treads Motorsports LLC only via the email below:
 - a. All tire orders please email - formulad@racetreads.com
 - Include the tire size, quantity needed, and shipping address with your e-mail.
 - b. Any program questions please reach out to Frank T. Brearley III- frank@racetreads.com

8.1.2 TIRE SIZE REGULATIONS

- A. The following tires are the only rear tires allowed in competition regardless of measured width:
 - Champiro SX2 RS 255/35/18
- B. Minimum vehicle weight with driver: 2900 lbs
- C. No tires with a sidewall size larger than 255 will be allowed in competition.
- D. Front tire sizes are allowed to be 255/35/18 or smaller.

- E. Tires must be used unmodified, as supplied by an Official Tire Supplier. Filing, buffing, or any other disguising of tire sidewall is prohibited.
- F. The use of tire warmers, chemical treatments, or any means to artificially enhance tire performance is prohibited.
- G. In the event of an eligibility protest the team must be able to produce documentation showing the purchase of the tires.

8.1.3 TIRE TO WEIGHT COMPLIANCE

- A. All vehicles must be weighed in a ready to drive state. FORMULA DRIFT will include this weighing at a mandatory pre-event inspection before the first event.
- B. Vehicles will be weighed with driver, complete with all required bodywork and safety equipment installed.
- C. Drivers must be fully suited with helmets during the weigh- in process. Vehicles may only be weighed and registered upon passing their annual safety and technical inspection.
- D. A vehicle can only be weighed and registered before the official start of a FORMULA DRIFT event. Vehicle may be weighed before any event and only during the regular technical inspection hours provided.
- E. The vehicle may not weight under 2900lbs at any time during an event.
- F. FORMULA DRIFT will be impounding all podium finishers immediately after end of competition and they will be checked for weight and tire size compliance.
- G. There will also be random compliance checks at any time during the FORMULA DRIFT events at FORMULA DRIFT's discretion.
- H. FORMULA DRIFT reserves the right to weigh vehicles at any time before, during or after an event.

8.1.4 TIRE MODIFICATION

- A. Any attempt to modify tires in any manner is prohibited. "Grooving" or "Shaving" of tires is prohibited.
- B. The use of traction compounds or any other substance that may alter the physical properties of the tire are prohibited.
- C. Tire warmers or any other means of artificially altering the tire temperatures are prohibited.
- D. Tire balancing with fluids or internal loose weights is prohibited.

8.1.5 TIRE CLAIMING

A competitor has the right to "Claim" another competitor's tires if they believe the tires are not within legal specification. There are two types of claims:

A. NON COMPLIANT TREAD COMPOUND

Used in the event that a competitors tire compound is non-consistent with a specific make and model tire as it is commercially available.

Procedure:

- A single tire will be identified by the Protestor, which will be removed and sent out for independent analysis.
- Claiming Fee (Bond) to be paid to FORMULA DRIFT by protestor: \$3,500. (may change due to lab fees)

B. TIRE COMPOUND TAMPERING

Used in the event that is a competitors tire has been tampered with, chemically treated, or altered in some way so that it varies from a specific make and model tire as it is commercially available.

Procedure:

- Two tires must be claimed; the tire believed to have been altered, as well as an identical make and model tire that has been used at the same specific, event, but which has not been altered.
- Claiming Fee (Bond) to be paid to FORMULA DRIFT by protestor: \$3,500. (may change due to lab fees)

To make a claim, the Team Representative from the protestor must confidentially notify the COMPETITION DIRECTOR of the claim via written notification accompanied by the claiming fee. Protest rules and time periods apply.

The COMPETITION DIRECTOR will notify the team in question (protested) and mark the tires to be claimed.

The protested team will remove the marked tires and turn over custody to the COMPETITION DIRECTOR. The COMPETITION DIRECTOR will ship the marked tires to Smithers Scientific Services for analysis.

If any of the tires are found to be non-compliant, the claiming fee will be returned to the protestor. The COMPETITION DIRECTOR will report the technical infraction to the DISCIPLINARY COMMITTEE who will take appropriate action including but not limited to fines, loss of points, or suspension of driver's FORMULA DRIFT License. The protested tire manufacturer, crew chief and/or vehicle owner may be subject to similar disciplinary actions. Any non-compliant tires become property of FORMULA DRIFT.

If the tires are found to be compliant, the claiming fee will be forfeited to FORMULA DRIFT.

Record of Revisions

Release	Update
1.1	8.1.1
1.2	8.1.2
1.3	4.1
1.3	6.8
1.4	3.2
1.4	4.3 E.
1.4	4.4 B.



FORMULA DRIFT[®]

FORMULA DRIFT[®]

FORMULA DRIFT HOLDINGS LLC

2161 GUNDRY AVENUE

SIGNAL HILL, CA 90755

+1-562-901-2600

WWW.FORMULAD.COM