



## 2023 TOP FUEL RULEBOOK

**DESIGNATION:** TF, followed by rider number.

### POINTS

This class will be a points class at all Manufacturer's Cup events.

It will be the rider's responsibility to monitor his or her points earnings after every event. All requests for points adjustments must be made in writing to [info@mancup.info](mailto:info@mancup.info) within thirty days of the points posting for the event in question on all events EXCEPT the Finals. For the Finals ONLY, all requests for points adjustments, again, must be made in writing to [info@mancup.info](mailto:info@mancup.info) and within TEN days of the points being posted. The Man Cup will strive to keep the points tabulations for all classes accurate, and we do hope by you monitoring your own points earnings that any errors or miscalculations can be corrected in a timely fashion.

The Top Fuel class is the pinnacle of motorcycle drag racing performance. Top Fuel is currently reserved for the quickest and fastest motorcycles in competition.

### ACCEPTED CONFIGURATIONS:

1. Traditional Top Fuel motorcycles with supercharged engines using mechanical or electronic fuel injection and up to 100% nitromethane fuel.
2. Top Fuel Twin motorcycles with injected or supercharged engines using mechanical or electronic fuel injection and up to 100% nitromethane fuel.
3. Transcontinental entries that have actively participated in Top Fuel and accepted (FIM / ACU – Europe and ANDRA – Australia) Top Fuel category within the last 18 months. These International entries will be subject to their own governing bodies Top Fuel class eligibility primarily and ManCup class rules secondarily.

### PERFORMANCE REQUIREMENTS:

1. Top Fuel – Traditional: NONE
2. Top Fuel – Twin: NONE
3. Top Fuel – Transcontinental: NONE

### LICENSING:

The Man Cup has no licensing requirements for Top Fuel. Any rider new to Man Cup competition may be subject to initially running single passes for safety reasons. Any rider



deemed unsafe for competition by the event director may be subject to removal from the field and required to make single passes only until deemed safe for competition.

#### **DATA COLLECTION:**

An onboard data collection device is strongly encouraged on all entries.

#### **FUEL SYSTEM:**

The entire fuel system, including the fuel pressure gauge and pressure transducers, should be assembled using braided stainless steel lines and done in a professional manner. Man Cup reserves the right to exclude an entry if the fuel system is not deemed to be safe for competition. A positive action handlebar-mounted and spring-loaded fuel safety shut-off switch with an emergency lanyard attached to the rider is required on all nitromethane-powered machines. It is suggested the lanyard connection to the rider be on the opposite side of the blower intake. All Top Fuel entries must have an external means to turn off the fuel while the body is on the bike and the rider is in the seated position.

#### **WHEELBASE:**

Minimum wheelbase 79.00" and no maximum wheelbase.

#### **WEIGHT:**

The minimum weight is 675 combo bike and rider. No maximum weight.

#### **BODYWORK:**

There are no specific bodywork requirements. The primary purpose of Top Fuel bodywork is for aerodynamic efficiency and rider safety. Rear fenders are recommended to extend at least a minimum of 50% of the rear tire diameter beyond the rear axle centerline. The rider seating area is recommended to be of fabric or be of anti-skid texture for rider safety. ManCup reserves the right to exclude an entry if the bodywork is deemed to be unsafe for competition.

#### **TIRE:**

The minimum rear slick width is 10.00" and the maximum is 14.00"

#### **KILLSWITCH:**

1. Nitro: Refer to the fuel system. A positive action handlebar-mounted and spring-loaded fuel safety shut-off switch with an emergency lanyard attached to the rider is required on all nitromethane-powered machines.



2. All others: A rider-attached emergency lanyard is required. When the lanyard is pulled, both the fuel pump and the ignition system will be disarmed.

## **GENERAL SAFETY:**

### **HELMET:**

A Full-face SNELL: M2015, M2020, SA2015, SA2020, ECE 22.06, FIA 8860-2010, 8860-2015, or 8860-2018, helmet mandatory. A shield is mandatory. Goggles are prohibited.

### **PROTECTIVE GEAR:**

Full all-leathers or SFI Spec 40. 1/2 suit is mandatory on all motorcycles running 120mph or faster. Two-piece suits must be joined together with a metal 360-degree zipper at the waist. SFI Spec 40.1/1 40.1/2 suit or leather jacket, leather boots/shoes above the ankle, and leather gloves are mandatory on all motorcycles. Gloves must be Kevlar lined or equipped with side buttons. Nylon or textile jackets and pants are not permitted, even if they have pads. All jackets and pants must be made of 100% leather. Tether kill switches are required on all entrants. The kill switch, when activated, must disable the ignition, fuel pump(s), and nitrous system solenoids.

Any rider running faster than 10.99 must also have leather pants. Pants and jackets are required to be zipped together 10.99 or quicker.