

TOP FUEL

Designation: "TF" followed by bike number.

Reserved for nitro burning dragsters. Built specifically for all out drag racing.

Requirements and Specifications

1. ENGINE

Engine: Must keep design features of Harley-Davidson engines (Pushrod, 45° to 90° V-Twin). Carbureted, fuel injected double engines with 200 cu.i. maximum displacement and Supercharge single engines with 175 cui max displacement. Pushrod aftermarket heads are legal (including 4 valve). Crankcase and all tanks containing fluids must have vent tubes routed to catch can or have a non-spill breather system on motorcycle. Superchargers must have rubber manifold connections or some form of "sneeze" valve. Supercharger blankets are mandatory. Must have "Bellypan" scatter shield under engine. S.F.I. Specification 46.1 approved engine restraint systems are required. These restraints must be replaced or recertified by the manufacturer every two (2) years. Manufacturers shall only recertify the restraint system one (1) time. Chest protectors are mandatory.

Fuel: Fuel to be mononitromethane and/or methyl alcohol only. No propylene oxide or nitrous allowed. Min. 80% nitromethane.

2. DRIVE TRAIN

Chain Guard: Chain and belt guards are mandatory and must cover top run of drive. Guard must be .060-inch steel or 1/8 inch aluminum.

Transmission: Drive mechanism must exhibit good engineering, fabrication and installation practices. Any type dry, friction clutch may be utilized. Clutch engagement must be by centrifugal force only. Clutch must exhibit reliable disengagement at engine idle speed. Clutch must be contained by suitable "scattershield" (engineering data may be required).

3. SUSPENSION AND BRAKES

Brakes: Hydraulic type, front and rear, mandatory. Minimum size for dual rotor is 9-inch diameter, 1/8-inch thickness for rotors. Single rotor must be over 11-inch diameter.

Controls: Handlebar controls must be located in safe, workable position. Foot pegs and foot controls must be located in safe, workable position and must be mounted in a safe, craftsman-like manner. Rider must be able to shut off fuel without removing hands from handlebars. A secondary shut-off device attached to rider (in the event of premature exit from motorcycle) must mechanically control the fuel shut-off valve. Lanyard for shut-off must be run through an eyelet or guide, allowing the lanyard to be pulled in any direction and closing shut-off. Dual cable push-pull throttle assembly is mandatory.

Suspension: Front suspension minimum size 32 mm and minimum travel of 2 inches. A steering dampener is mandatory. Rear suspension not necessary. Fork stops required; must limit the turning arc to 28 degrees.

4. FRAME

Frame: Any type permitted. All frames should be heliarc welded and main rails must be chrome moly and have a minimum diameter of 1-1/8 inch. All major frame tubing must have at least .065-inch wall thickness. Rake angle must be at least 40 degrees. Alternative frame materials must be submitted to AHDRA for approval. Frames constructed before 1999 and approved for competition may use one (1) x .058 inch tubing.

Ground Clearance: Minimum of 2 inches with rider on motorcycle and 10 p.s.i. in rear tire (includes exhaust and kickstand).

Wheel Base: Minimum of 85 inches.

Wheelie Bars: Wheelie bars are required. Minimum length from center of rear axle to center of wheelie bar axle must be at least 84 inches but not exceed 120 inches. Must be securely cross-braced.

5. WHEELS AND TIRES

Tires: Must be specified for racing use by manufacturer. Any tire size is legal.

Wheels: Rear wheel minimum 15 inch, maximum 18 inch. Front wheel minimum 16 inch, maximum 19 inch.

6. BODY

Body: No body parts are necessary, except rear fender that must cover width of tire and extend past the rear axle.

Fairing: Are legal. Must be mounted solidly to frame tubes.

Seat: Seat, tail section and rear fender may be incorporated into one unit and must include a step to prevent rider sliding backward.

7. ELECTRICAL

Ignition: Any ignition system is allowed.

Charging System: Not necessary.

Starting System: Must be electric external starter. Battery top covers are required. No rollers. No push starts. Jack stands are mandatory for starting. No dry hops in pits.

Control Switches: Must be mounted and constructed in a safe, craftsman-like manner. Must have an emergency fuel and ignition kill switch.

Computers: Only data gathering computers are allowed.

Lights: Not necessary.

8. RIDER

Credentials: Valid AHDRA 5.90 competitor license.

Helmet: Full coverage helmets only! Must be Snell-2010 or ECE 22.05 approved. Eye protection required.

Protective Clothing: Full finger leather gloves with knuckle armor and palm reinforcement, one piece or full circumference zippered leather suit with knee, elbow and shoulder armor or reinforcement, spine/back protector and above the ankle leather boots with toe area reinforcement are required.

Chest Protection: Chest protectors are mandatory. "Ballistic chest protection" (meaning bullet proof) is a device worn to protect the rider's chest from puncture of flying debris in case of catastrophic engine explosion.

Race Team Clothing: All team crewman that help start, assist in burnout and stage race motorcycle must wear a uniform shirt that relates to their specific team.

9. TECH

Tech: All motorcycles must be teched in before practice. Motorcycle, rider and his protective gear must be present at tech area. Tech official will have final say on any unclear rule or equipment.