

**CLASS DESCRIPTION:** Designed for street-legal bikes with limited modifications. Parity is maintained among diverse rider sizes with a series of wheelbases based on rider weight. In an effort to both control costs and to keep the visual appearance as close to the original production design, the rules in Real Street restrict the use of aftermarket components and require the retention of the OEM components whenever practical. Typically, if the OEM parts perform their required tasks sufficiently and safely, aftermarket replacement parts are discouraged. Racers should construct their bikes with the spirit and intent of these goals in mind.

**DESIGNATION:** The class designation is RST. All entrants must display this designation on both sides of their motorcycle by their bike number.

**FORMAT:** This is a 1/4 mile heads-up class run on a .400 pro tree. The class will qualify a 16-bike field. There will also be a "B Class" for riders that qualified 17th – 32nd.

**ALTERNATES:** Alternates will NOT be used for broken bikes on the first round ladder, because of the "B" class.

**POINTS:** This class will be a points class at all XDA events.

**CHANGING BIKES:** A racer can change his or her bike in qualifying if there is still another qualifying session for the class, however all previous qualifying data will be erased, and the racer must re-qualify the new bike (You still need to notify the tower to change). The bike and rider that runs the first round is the one that must be used for the remainder of eliminations, even if the class is completed on another weekend due to weather.

**SAFETY:** Full-face Snell: M2015, M2020, M2025, SA2015, SA2020, SA2025, FIA: 8860-2010, 8859-2015, 8859-2024 or 8860-2018 helmet mandatory with shield. All riders must have leather jacket, leather pants and leather gloves. Shoes above the ankle are mandatory. No ballast may be mounted to any portion of the front suspension, brake system, fender system, or rotating assembly.

**RIDER AGE:** All participants must be at least 16 years old with a valid state driver's license. If you do not have a valid state driver's license, then you must be at least 18 years old. All riders must be able to present their State Issued ID card upon request at tech inspection. Anyone caught racing underage without a valid state driver's license will be disqualified with no refunds, and you can be suspended from the XDA indefinitely.

**PAIRINGS:** Class will be placed on a pro ladder starting first round.

**LANE CHOICE:** First round lane choice goes to rider with better qualifying position, and lane choice afterwards goes to Low ET from previous round.

**DIAPER:** An engine containment diaper with pigmat is required.

\*\*\*\*\*

**OEM PARTS:** Original Equipment Manufacturer (OEM) parts are those parts that were originally equipped on the year, make, and model of motorcycle as indicated by the chassis VIN#. If a rule states that an OEM part is required, then you cannot replace that part with one from a different year motorcycle or a different model or a different brand bike, unless such replacement parts are identical or otherwise noted. If the OEM manufacturer has a superseded or replacement part listed in factory literature as the current OEM replacement, those parts are also legal and share the same manufacturer's part number. Parts listed as "OEM" will have certain modifications allowed to such parts, and those modifications will be specifically defined within that section of the rule book. Any modifications to an OEM part that is not specifically defined as legal in the rule book are prohibited. Any racer that exploits any grey areas in the rules or attempts to debate the legality of parts with creative rule interpretations will have the parts in question deemed illegal. All racers need to construct their bikes within the spirit of these rules.

**OEM FACTORY STOCK PARTS:** Any part defined as OEM factory stock may not be modified from the OEM design in any fashion.

**FRAME:** OEM frames must be used and cannot be modified in any way unless otherwise noted. Minimal drilling of holes or welding of small tabs for attachment purposes is permitted. Cast or welded components designed for the installation of factory center stand mounts may be removed. Side stand mounts may not be removed. Powder coating, painting, and polishing of frame is permitted. VIN numbers must be on frame and readable.

ZX-14 Approved Frame Modifications: Modifications or welding of access panels on frame or other areas for the sole purpose of pressurizing the frame in boosted applications are permitted.

2017+ GSXR 1000: Catalytic converter bracket below rear lower frame spar may be removed by cutting flush with frame spar.

Hayabusa: Drilling out the cylinder head engine mount and installing inserts (AKA “frame slugs”) to correct engine/frame mounting bolt alignment due to stroker motor block offsets is allowed. [The round tubular cross-brace, located directly behind the steering stem, may be removed.](#)

SUBFRAME: OEM sub-frames must be used and cannot be modified unless otherwise noted. OEM Subframes may be interchanged on different years as long as it is the same model bike. Minimal drilling of holes or welding of small tabs for attachment purposes is permitted. Powder coating, painting, and polishing of sub-frame is permitted. Aftermarket “inner fenders” can be bolted to sub-frame for more tire clearance.

ZX-14 Approved Subframe Modifications: Any model ZX14 may cut, modify or remove the subframe behind the center seat latch mechanism.

**WHEELIE BARS:** Wheelie bars are prohibited.

**BODY:** OEM plastic or [aftermarket OEM style plastic](#) upper fairing and side fairings are required. Carbon fiber, fiberglass or composite upper fairing and side fairings are prohibited. OEM bodywork may be interchanged on different years as long as it is the same model bike. Side fairings may be trimmed for ground clearance, clutch cover, and exhaust clearance only (however 3/4 or 1/2 side fairings are not permitted). Aftermarket front fenders are permitted but cannot mix between models (i.e., cannot put GSXR fender on a Hayabusa). Aftermarket extended tail sections are permitted but cannot be mixed between models. Aftermarket windscreens are allowed. All bodywork must be in stock location. Upper fairing bracket must be stock and unmodified, with minimal drilling or the addition of small tabs allowed for mounting. Any OEM body parts or frame tabs used for body mounts on the bottom of the bike that effect ground clearance may be removed (i.e., tabs on bottom of frame underneath the suspension on a Hayabusa). All bodywork must have an OEM stock paint job or may be custom painted (no primered parts allowed).

**BELLYPANS:** A bellypan may be installed to catch fluids and/or to support the bottom of the front bodywork. The total weight of the bellypan with all fasteners, brackets, hangers, and any other non-OEM components used for its fabrication and implementation may not exceed 3lbs.

**LIGHTS:** OEM factory stock headlight system (including low beam and high beam) is required and cannot be modified. Only an OEM factory brake light lens is required and taillight must illuminate. The OEM brake light housing is not required and can be eliminated. All lights must be on during all qualifying and elimination runs.

**SEATS:** Minimum seat height, with rider in position, seat compressed, and 8 psi in rear tire, measured from lowest point of seating position to ground is 22-inches. Stock OEM front seat pan and seat latches are required. Upholstery and padding may be modified or replaced. Seats must be covered with fabric, leather, or vinyl.

**DUAL SEATS:** Models with separate front and rear rider seats (GSXR, Busa, ZX10, etc.) may remove rear seat and any bolt-on seat latch components that only serve to mount rear seat. If rear seat is removed, then a suitable factory or factory-style seat cowl must be installed to cover blank area remaining where rear seat was originally installed. Aftermarket tail panels may also incorporate seat cowl area into the design to serve the same purpose.

**SINGLE SEATS:** Bikes originally equipped with a one-piece seat (AKA “banana seat”) are allowed to remove rear rider section of seat frame and padding. The exact allowable method for these modifications will be listed on a model-per-model basis.

ZX14: Any model ZX14 may cut and remove any or all of the seat frame and upholstery behind the center seat latch mechanism. Locking mechanism must remain intact and functional. No additional modifications allowed forward of the rear side of the latch mounting area.

**ENGINE:** Any internal engine modifications are allowed. Engine swaps from different year models are permitted, but motor must bolt into stock unaltered frame. If a factory counter balancer is removed, any aftermarket “dummy” shafts must be manufactured from aluminum. Aftermarket blocks are permitted. Dry sumps are prohibited. Vacuum pumps are permitted on all motor bikes.

**OIL PANS:** Stock oil pan is permitted and may be shortened but drain bolt must be re-located to side of oil pan. The minimum pan height for all models of bikes is 1.00" on all sides. All aftermarket pans must be manufactured from aluminum and must be dimensioned relative to the OEM parts they are replacing. The combined total weight of all oil pan, pickup, windage trays, and any other non-OEM oil/windage control components installed on/in the engine cases may not exceed 5lbs. Stud girdles, supports, scrapers, or any other non-rotating components utilized inside the engine cases are also included in this 5lb maximum weight.

**ENGINE COVERS:** Aftermarket engine covers must be manufactured from aluminum, magnesium, or carbon fiber, and must be sized relative to the OEM parts they replace. IF any carbon replacement parts use metal inserts, total weight of finished cover may not exceed the weight of the OEM part it is replacing.

**CLUTCH:** Slider clutches are prohibited. No pneumatic, electric, or hydraulic clutch engagement, activation, or engagement force systems are allowed, **except as noted. 220 lb. & up riders only may run a pneumatic or air assist lock-up style clutch.** Clutch baskets, inner hubs, spacer, standoffs, slave cylinders, and pressure plates may be OEM or aftermarket and can be switched between different year motorcycles. Modification of clutch to eliminate factory style back-torque cam assembly is permitted. Modifications of spacers and stand-offs to alter spring install height is allowed.

Any style hand-operated centrifugal-assist lockup is allowed. Lockup clutches coupled to the outer basket or otherwise driven by the engine are allowed. XDA technical staff has the final word on legality of any clutch system or component, and new designs must be pre-approved prior to their use. Clutch engagement and disengagement must be controlled by conventional cable or hydraulic-actuated clutch lever. With the engine off and the bike in gear, the clutch must have sufficient engagement force to prevent the bike from being rolled without either sliding the rear tire or rotating the engine. With the brakes locked or the bike otherwise blocked from rolling, the clutch system must have sufficient engagement force at idle to kill the engine if the clutch lever is released. Idle may be set between 1500-2000rpm for this test. The use of ECU mapping or electrical system functions to simulate the positive results of this test is not allowed, engine kill must be as a direct result of clutch engagement drag.

#### **TRANSMISSIONS:**

**BOOSTED BIKES & NITROUS BIG BORE:** All entrants must utilize an OEM-style shift drum, shift forks, and transmission. Shift drum must fit into unmodified OEM engine cases. Transmission components may be modified or replaced with aftermarket components of a similar design and function. "Automatic," no-kill or override-shift style transmissions not allowed. No components may be used that are designed to allow the transmission to be simultaneously engaged in more than one gear. This includes, but is not exclusive to, windowed shift drums, split shift drums, split forks, split gears, split fork sliders rings, gear or fork detent and/or return springs, etc. Any entrant with any of these components is considered to have an automatic transmission, even if a fuel cut, ignition cut, or ignition retard is being utilized.

**ALL MOTOR LITER, ALL MOTOR BIG BORE & NITROUS LITER:** All entrants may utilize a full auto transmission with components that allow override shifting in any or all gear change positions.

**STARTING SYSTEM:** Battery must remain in OEM factory stock location. A second battery is permitted but must be mounted behind or next to the stock battery location in the sub frame. Push starts are not permitted.

**CHARGING SYSTEM:** OEM factory stock charging system components are required. Charging systems must be functional and operational at all times during qualifying and eliminations. All components of lighting system must be on at all times during the run, including the burnout and shutdown. Multiple light systems must have all bulbs operating. In the event of failure of either the charging system or the lighting system, the tech department will allow repairs to be made prior to the next round of competition. This courtesy repair opportunity is only allowed once per event, per system. Failure by the rider or crew member to activate either the charging or lighting system is considered to be a system failure. Any failure of either system for the second time in the same event will result in an automatic disqualification.

**COOLING SYSTEM:** An OEM radiator is required. Radiator must be located in the original OEM location and must utilize the original OEM upper radiator mounts. Radiator may be modified or shortened to allow for proper tire clearance by removal of the lower section of the OEM tank and radiator core. Non-OEM tanks and/or cores are not allowed. Welding of caps or plugs to seal and/or enclose modified radiator is allowed. Modifications to the OEM tank and core to relocate hose inlets/outlets are allowed. Modifications to create lower or side mounting points is allowed.

Oil coolers/oil heat exchangers may be removed. Radiator can only be on motorcycle in stock location if it is utilized to help cool the engine, if not it will be considered ballast and must be removed.

**INDUCTION:** Any entrant may use electronic fuel injection or carburetors. Mechanical fuel injection systems are not allowed. Aftermarket fuel injection throttle bodies are not allowed. Aftermarket carburetors are permitted.

**FUEL INJECTION THROTTLE BODIES:** Fuel injection-equipped entrants are required to use OEM-based throttle bodies. Any throttle body from any production 4-cylinder motorcycle may be used on any model bike. Throttle body shafts, throttle body mounts and spacers, and throttle cable attachments may be modified to allow alterations to throttle body spacing. Modifications to the throttle body housings are limited to over-boring and injector bore modification to accommodate aftermarket injectors. Aftermarket throttle plates are permitted. Secondary throttle plates (if originally equipped) may be modified, deactivated, or removed.

**FUEL SYSTEM:** Aftermarket fuel pumps, injectors, regulators, filters, fuel lines, and fuel rails are permitted.

**FUEL:**

Power Adder Bikes: Any type fuel is permitted but cannot exceed .750 specific gravity.

Normally Aspirated Bikes: Any type fuel is permitted but cannot exceed .810 specific gravity.

**FUEL TANK - OEM:** OEM tank is required, and dimensions cannot be modified in any way. Adding fuel bungs underneath the tank and minimal notching underneath the tank for clearance is the only modification permitted to the OEM Factory stock gas tank. [The OEM tank cannot be plumbed or used in conjunction with an auxiliary fuel tank, only 1 fuel tank can be used as fuel source.](#)

**FUEL TANK - AUXILIARY:** [If bike uses an auxiliary tank for fuel, then fuel must be directly filled into auxiliary fuel tank. The Auxiliary fuel tank cannot be plumbed or used in conjunction with the OEM fuel tank, only 1 fuel tank can be used as fuel source. The OEM tank is just going for the ride, no fuel can be kept in the OEM tank, and the fuel pump must be removed from the OEM tank.](#)

**ENGINE MANAGEMENT SYSTEMS:** Engine management systems (EMS), also known as Engine Control Units (ECU) may be either factory or aftermarket units. Factory ECUs may be swapped from other makes or models of bikes.

**TECH INSPECTION:** XDA tech may, at any time, on any motorcycle in competition, examine the maps, settings, data downloads, or any function of any factory or aftermarket EMS, piggyback or inline fuel injection controller, ignition system, data acquisition system, or any other electronic device on the motorcycle. Tech officials may conduct this examination in any manner, including performing the examination with a team representative as an observer only. It is the responsibility of the competitor to have ready, at all times, the required components to submit to this examination. This can include a laptop or PC, software, passwords, download cables, etc. It is also necessary that the competitor, or someone within the competitor's team, is knowledgeable in the system being used, and is capable of assisting tech officials in navigating through any and all portions of the software. XDA tech may also impound any component of an ECU or data recording system for further examination either on-site or off-site. Refusal to submit to any examination or failure to supply the required components for examination is grounds for disqualification and/or suspension.

**DATA ACQUISITION:** Any sensors, including infrared or ultrasonic, that measure the track Christmas tree or timing system are prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering wheel/tire, rear drive wheel/tire, or transmission shaft to measure speed, distance, or track position, is prohibited.

**RIDE HEIGHT SENSORS:** Ride height sensors are defined as any device capable of measuring the distance between any fixed point on the motorcycle and the track surface. Ride height sensors may not be mounted on any component of the front suspension.

**ELECTRICAL:** Air shifters, shift lights, ignition kill boxes, multiple fuel injection controllers, and ignition timing control boxes are permitted.

**INSTRUMENT PANEL:** OEM-style factory style dash panels must be mounted on the motorcycle in the original location, utilizing the OEM mounting devices. OEM or Aftermarket dashes are permitted. Aftermarket single-function analog or digital gauges are also permitted.

**EXHAUST:** Any type exhaust is permitted.

**COMPONENT WEIGHT:** Exhaust, turbocharger, and supercharger components are not subject to the heavy component restrictions. However, these components are restricted to a maximum weight requirement as follows:

**TURBOCHARGED ENTRANTS:** The total weight of the turbocharger, exhaust, and wastegate system may not exceed 35lbs. This weight will include the entire exhaust system, wastegate system, and dump tubes, as well as any bolts, brackets, hangers, fasteners, clamps, or any other components serving any function of the turbo system from the fresh air inlet to the charge tube, as well as from the cylinder head exhaust ports to the exhaust outlet. Any inlet tubing, mounts, scoops or filters will be included in the weight. Any portion of the charge tube welded, machined, or otherwise permanently fastened to the turbo outlet will be included in the weight.

**NITROUS & NORMALLY-ASPIRATED ENTRANTS:** The total weight of the exhaust system may not exceed 15lbs. This weight will include all bolts, fasteners, hangers, fasteners, or clamps used to mount, support, or couple the exhaust system.

**SUPERCHARGED ENTRANTS:** The total weight of the supercharger system plus the exhaust system may not exceed 35lb. Supercharger system components will include any mounting or belt tensioning systems and drive components. The weight will also include any bolts, brackets, hangers, fasteners, clamps, or any other components serving any function of the supercharger system. Any portion of the charge tube welded, machined, or otherwise permanently fastened to the supercharger outlet will be included in the weight. Any inlet tubing, mounts, scoops or filters will be included in the weight. Exhaust system weight will include all bolts, fasteners, hangers, fasteners, or clamps used to mount, support, or couple the exhaust system.

**NITROUS OXIDE:** Any style nitrous system is permitted with any number of solenoids or nozzles permitted.

**SUPERCHARGERS:** Entrants are limited to a single centrifugal-style supercharger with a maximum inlet opening of 69.0mm. Wheel design limitations and measurement methods are identical to turbocharger rules. Any team desiring to compete with a supercharger of a design other than centrifugal (i.e. roots, screw, vane, etc.) must consult with the XDA, MAN CUP & NHDRO technical department to determine appropriate rules and limitations at least 30 days prior to entering any XDA, MAN CUP & NHDRO event. Supercharged entrants shall follow the nitrous-injection rules wherever specific supercharger rules are not listed. Intercoolers are not permitted. Any type of boost controller is permitted. Water injection is permitted. Supercharging and nitrous may not be used in combination.

**TURBOCHARGERS:** Turbocharged entrants are limited to one turbo with a maximum turbo inlet opening of 55mm. XDA defines maximum turbo size as the maximum allowable diameter of the inlet housing at the point where the leading edge of the compressor wheel meets the inlet housing. All air entering the turbo must pass through this opening. No stepped inducer wheels permitted, the contour from the inducer to the exducer must be continuous with no steps. The leading edge of inducer wheel may not exceed 55mm and must fit inside the 55mm area of the inlet housing. The use of restrictor plates or stepped inlet housings in an effort to limit compressors with inducers larger than 55mm is not acceptable. Intercoolers are not permitted. Any type of boost controller is permitted. Water injection is permitted. Turbocharger may not be combined with nitrous oxide.

**NORMALLY ASPRIATED:** Naturally aspirated engines are permitted. Air supply for the air shifter must be contained within the swingarm or in a DOT style tank as long as it has no bottle valve and is connected by plastic line with a maximum burst pressure rating of no more than 300psi. No other DOT bottles are permitted on the motorcycle for any other purpose.

**TIRES:** DOT-approved motorcycle street tires only. Slicks are prohibited.

**NITROUS BOTTLES:** Bottles must be fully enclosed within the bodywork or swingarm. Bottles may not be mounted to foot pegs or outside of swingarm.

**BALLAST:** Ballast is not permitted. Ballast is defined as any component attached to any part of the motorcycle, whose purpose is to add weight to the motorcycle. Any component, regardless of weight, which serves a structural, mechanical and/or performance enhancing function, is not

# 2026 RULEBOOK REAL STREET – 4 CYLINDER

Changes from last season are made in **BLUE**.

Revisions during the season are made in **RED**.

Posted **12/23/25**

considered to be ballast. Unless otherwise noted, any non-ballast component which is deemed to be built excessively heavy in an attempt to side-step the ban on ballast will be subject to disqualification. The tech director has final discretion on this subject.

**EXOTIC HEAVY MATERIALS:** XDA defines an exotic heavy material as any material with a density higher than 8.1 grams per cubic centimeter. With the exception of components considered to be part of the front wheel assemblies or internal fork components, no components on the motorcycle may be manufactured from an exotic material.

**COMPONENT PLACEMENT:** Unless otherwise noted, there are no specific restrictions on placement of OEM or aftermarket components, nor of the size/weight of aftermarket components. Due to the varying sizes of OEM and aftermarket equipment, as well as varying amounts of available space for mounting equipment between different bike models, any attempt to limit component placement would be difficult. However, it should be understood that the clear intent of the Real Street rules is to tightly control and limit the movement of weight forward when constructing a motorcycle for this class. As such, mounting of equipment should be done in a lightweight fashion, typically with aluminum panels not to exceed .063", chrome moly tubing not to exceed 3/4" diameter .030" wall, small fasteners appropriately sized to the application, etc. The tech department has broad authority to monitor, inspect, and declare illegal any equipment or equipment mounting systems deemed to be an attempt to circumvent these rules. Tech has the authority to declare any such equipment or mounting illegal at any point during an event and require immediate remedy to be allowed to continue in the event. It is highly recommended that anyone building a bike with non-standard equipment that may fall outside of acceptable standards seek pre-approval of any designs. Tech will be monitoring this closely and continually, and any abuse of these rules could result in stricter rules in the future.

**WHEELS:** Wheels 7.00 inches wide or wider must have bead-locks. Bead-lock highly recommended on all rear wheels. 16-inch minimum diameter front wheels are permitted.

**MAXIMUM FRONT WHEEL WEIGHT:** Front wheel and brake rotor components may be manufactured from any material. Total weight of front wheel rotating assembly, including tire, rotor, bearings, etc. cannot exceed 29.0 lbs. Inner bearing spacers and any axle spacers not removable without the use of tools are included in the wheel weight. Any bearing or axle spacers removable by hand will be included in the front axle weight [see FRONT AXLES]. No aftermarket or remanufactured components of the bearing or axle spacer assembly outside of the wheel may be larger than 1.5" in diameter. Bearing spacers contained completely within the wheel and retained by the wheel bearings may be of any dimension. Unmodified OEM parts larger than 1.50" are acceptable.

**FRONT AXLES:** Front axle assemblies may be remanufactured or replaced with aftermarket components. Any aftermarket axle must have a dimple or hole in the center of the axle on each side to aid in wheelbase measurements (see WHEELBASE MEASUREMENTS). No part of the axle or nut may protrude more than .75" beyond the outside of the fork legs. No remanufactured or replacement part of the axle, axle nut, or external bearing spacers may exceed 1.50" in diameter. Unmodified OEM parts larger than 1.50" are acceptable. If lead or other materials are used to ballast the front axle assembly, all ballast material must be captured inside a hollow axle tube, and the ballast material must be positively retained by welded or threaded caps, or by some other positive mechanical retention system. The total weight of the front axle assembly, including spacers, nuts, washers, etc. may not exceed 4 lbs. total weight. This weight shall include all OEM and non-OEM parts.

**FRONT SUSPENSION:** Production OEM-based forks must be used. Forks may be swapped from any year, make or model of sportbike. All front suspension components must be assembled as designed by the OEM, no reversing or relocating of forks or brake components.

**FORK TRAVEL:** Rigid forks prohibited. Hydraulic-dampened tube type only, with a minimum tube diameter of 34mm. Front suspension must have sufficient hydraulic damping to allow safe operation. Modifications to existing OEM or aftermarket forks which completely remove or otherwise defeat the function of the damping systems is not acceptable. The design of custom forks must include sufficient damping for the safe operation of the motorcycle under race conditions. A minimum of 1" travel in the front forks is recommended, with sufficient clearance around the fender, fairing, headlight, exhaust, etc. to allow the forks, fender, and wheel/brake assembly to safely move across the full range of fork travel at any steering angle.

**MAXIMUM FORK WEIGHT:** Fork components may be manufactured of any materials. Fork weight includes all internal and external components of the fork, including the fork oil. Weight does not include axles, axle spacers or hardware, brakes, brake brackets or hardware, fenders, fender mounts or hardware, or any other components mounted externally of the fork. Applicable fork weight is determined by the year model of the

frame, and not the year model of the forks.

Maximum Weight per Side:

1999 & Newer Models: 9.0 lbs.

1998 & Older Models: 12.50 lbs.

**TRIPLE CLAMPS:** Aftermarket triple clamps are allowed. Minimum thickness for lower clamp at steering stem interface is 0.75 inches. The steering stem offset on top and bottom triple clamps must be equal. Front triple tree offset may be 1.00 inch minimum. The use of triple clamps, steering stems, stem bearings, offset bearing races, or any other components designed to increase or decrease the rake is prohibited. Axle must be in the center of the forks. Triple clamps and steering stems must be manufactured from aluminum, unless specific pre-approval is given following XDA. Bottom of lower triple tree cannot be higher (must be flush or lower) than webbing of lower steering neck.

**FRONT STRAPS:** Front straps or travel limiters of nylon, cable, or any other flexible material designed to limit fork extension are not allowed.

**REAR SUSPENSION:** Aftermarket shocks and aftermarket suspension linkages may be used. Aftermarket dogbones are permitted.

**BIKE & RIDER MINIMUM WEIGHT:** No minimum weight for the class.

**RIDER WEIGHT:** All riders must weigh-in at tech inspection. Riders will only be allowed to wear one pair of underwear, one pair of shorts, one short-sleeved shirt, and one pair of socks while being weighed in (Shoes, jewelry, hats, watches, etc. must be removed, and all pockets must be empty). Riders will only be given one chance to weigh-in at tech inspection and will be required to run the wheelbase placed for that weight. Any rider caught attempting to hide ballast on their person will be disqualified from the event and will face a one-year suspension from XDA & MAN CUP.

Any modifications that add weight to the caliper assembly is not allowed. Any brackets or adapters required to fasten calipers to forks will be included in the maximum fork weight measurements. Aftermarket disks are permitted. Front rotors must be of the OEM diameter matching the fork/brake assembly being used. Carbon fiber brake pads or disks are prohibited. Titanium brake rotors or rotor carriers are prohibited. One brake caliper and rotor may be removed from the front. Aftermarket brake lines are permitted.

**BRAKES:** Front and rear brake caliper assemblies are required. Calipers may be swapped from other years, makes, or models of sportbikes, and also Aftermarket brake assemblies. Calipers can only be made of aluminum and no electronic calipers. Must be bolt-on parts matching the OEM forks being used. Minimum modifications to calipers for purposes of mounting or alignment are allowed. Any modifications that add weight to the caliper assembly is not allowed. Any brackets or adapters required to fasten calipers to forks will be included in the maximum fork weight measurements. Aftermarket disks are permitted. Front rotors must be of the OEM diameter matching the fork/brake assembly being used. Carbon fiber brake pads or disks are prohibited. Titanium brake rotors or rotor carriers are prohibited. One brake caliper and rotor may be removed from the front. Aftermarket brake lines are permitted.

**GROUND CLEARANCE:** Static ground clearance measurements will be taken with rider seated on bike, hands on handlebars, and feet forward with heels only contacting the ground.

**Power Adder Bikes:** All components, including bodywork, must have a minimum of 3 inches of static ground clearance.

**Naturally Aspirated Bikes:** All components, including bodywork, must have a minimum of 2 inches of static ground clearance.

**DYNAMIC GROUND CLEARANCE:** Ground clearance during the run, or dynamic ground clearance, constantly changes due to tire flex/growth, suspension movement, chassis and swingarm flex, etc. Because of the many variables involved in actual ground clearance during the run, there is no reasonable method to measure this value. Static ground clearance, or ground clearance with the bike sitting stationary, is the only defined measure for ground clearance. However, in the interest of safety, any entrant observed by the XDA technical staff to have an unsafe amount of dynamic ground clearance may be required to alter their bike or setup, even if they pass the static ground clearance measurement. This may be done at any time during the event, and the manner or methods of these alterations will be determined on a case-by-case basis.

**RULE REVISIONS:** In order to maintain a level playing field, XDA will monitor the performance numbers of the numerous combinations of rider weights and power adders found in this class. From time to time, it may be necessary to adjust the wheelbase and rider weights to help promote class parity. Racers should take this into consideration when constructing their bikes, and should allow room in their swingarms, bodywork, fenders, etc. for changes in wheelbase. Any rule revisions deemed necessary by XDA would be officially posted on the XDA website a minimum of 14 days prior to the event in which they become effective (the rulebook on the XDA website on the day of the event is in full effect). Any rule revision deemed necessary for the reasons of safety may be made at any time, even after the start of an event, and may be made effective immediately.

**WHEELBASE MEASUREMENTS:** In order to aid in performing wheelbase measurements, all entrants must have axles with either dimples or holes located in the center of the axles. These holes or dimples must be at least  $\frac{1}{4}$ " in diameter and at least  $\frac{1}{4}$ " deep and must be located on both front and rear axles. All components must be mounted in a fashion to allow an unobstructed access to the axles from both sides of the motorcycle. With the front wheel straight and standing from a perpendicular side view on both sides, there must be a direct line of sight to both axles large enough to allow a wheelbase measurement tool of up to 1.5" in diameter to access the axles. No components of the bodywork, fender, turbo, exhaust, or any other components may block this view. Fabrication and design should take into consideration these requirements.

Changes from last season are made in **BLUE**.

Revisions during the season are made in **RED**.

Posted **12/23/25**

Minimum Rider #	All Motor Liter	All Motor Big Bore	Nitrous Liter	Nitrous Big Bore	Turbo Liter	Turbo Big Bore	Supercharged Liter	Supercharged Big Bore
0#	71"	70"	66"	66"	66"	65"	66"	65"
120 #								
125 #	72"							
130 #		71"	67"					
135 #	73"							
140 #	74"			67"				66"
145 #	75"	72"	68"		67"		67"	
150 #								
155 #	76"							
160 #		73"	69"	68"		66"		67"
165 #								
170 #				69"				
175 #		74"						
180 #		75"	70"	70"			68"	
185 #								
190 #			71"	71"	68"	67"	69"	
195 #			72"					68"
200 #			73"	72"	69"		70"	
205 #			74"		70"			
210 #				73"	71"		71"	69"
215 #					72"			
220 #				74"	73"	68"	72"	
225 #					74"			70"
230 #				75"	75"	69"	73"	
235 #								
240 #				76"		70"	74"	71"
245 #								
250 #				77"		71"		
255 #								72"
260 #				78"		72"		

All Motor: Originally OEM without front fairing - Add 2"  
 All Motor: ZX-10R, R1, S1000RR, CBR 1000RR - Add 2"  
 All Motor: Running gasoline - Add 1"  
 All Motor: True Hand Clutch - Add 3"

Nitrous: ZX-10R, R1, S1000RR, CBR 1000RR - Add 2"  
 Nitrous: True Hand Clutch - Add 3"  
 Nitrous: **Liter Bike with Full Auto - Deduct 1"**

Turbo: R1, S1000RR, CBR 1000RR - Add 1"  
 Turbo: True Hand Clutch - Add 3"

Supercharged: ZX-10R, R1, S1000RR, CBR 1000RR - Add 2"  
 Supercharged: True Hand Clutch - Add 3"

\* Any new engine combo that isn't already listed in the chart above must be reviewed and accepted by the Rules Advisory Board & the XDA before it is added to the rulebook and allows you to enter the class.