



WEIGHT BREAKS

PROFESSIONAL

TOP FUEL DRAGSTER

Minimum weight at conclusion of run 2300lbs, including driver

TOP FUEL FUNNY CAR

Minimum weight at conclusion of run 2400lbs, including driver

PRO ALCOHOL (Altered)

If supercharger is screw type, minimum weight including driver 3.90 lbs/cube (107.95 kg/l) and not less than 1700 lbs (771.1 kg)

If supercharger is roots type, minimum weight including driver 3.90 lbs/cube (107.95 kg/l) and not less than 1700 lbs (771.1 kg)

PRO ALCOHOL (Dragster)

If engine size is not greater than 400 cubic inch and has inline or canted valves, and supercharger is screw type, then minimum weight including driver 4.40 lbs/cube (121.8 kg/l) and not less than 1700 lbs (771.1 kg)

If engine is hemi type or canted valve type or has more than two valves per cylinder or size is greater than 400 cubic inch, and supercharger is screw type, then minimum weight including driver 4.40 lbs/cube (121.8 kg/l) and not less than 1700 lbs (771.1 kg)

If engine size is not greater than 400 cubic inch and has inline or canted valves, and supercharger is roots type, then minimum weight including driver 4.40 lbs/cube (121.8 kg/l) and not less than 1700 lbs (771.1 kg)

If engine is hemi type or canted valve type or has more than two valves per cylinder or size is greater than 400 cubic inch, and supercharger is roots type, then minimum weight including driver 4.40 lbs/cube (121.8 kg/l) and not less than 1700 lbs (771.1 kg)

PRO ALCOHOL (Funny Car)

If supercharger is screw type, minimum weight including driver 4.00 lbs/cube (110.72 kg/l) and not less than 2300 lbs (1045.45 kg)

If supercharger is roots type, minimum weight including driver 4.00 lbs/cube (110.72 kg/l) and not less than 2300 lbs (1045.45 kg)

PRO ALCOHOL (Nitro Injected Dragster)

Maximum engine displacement is 456 cubic Inches. Minimum weight is 2.125 lbs/cube

PRO SLAMMER

If supercharger is screw type, minimum weight including driver 5.25 lbs/cube (145.3 kg/l) and not less than 2700 lbs (1224.7 kg)

If supercharger is roots type, minimum weight including driver 4.96 lbs/cube (137.3 kg/l) and not less than 2550 lbs (1156.6 kg)

PRO STOCK CAR

Minimum weight, race ready including driver 2250 lbs (1020.58 kg). Minimum rear weight 1060 lbs (480.80kg).

PRO STOCK MOTORCYCLE

If engine type is not 'V' Twin and has 2 or 4 valves, then Engines up to and including 1625cc -560 lbs, engines up to and including 1675cc -580lbs, engines up to and including 1775cc-600 lbs, engines up to and including 1875cc -610 lbs.

If engine type is 'V' Twin and crankcase is cast, then maximum engine capacity of 160 cubic inches and not less than 565 lbs.

If engine type is 'V' Twin and crankcase is billet, then maximum engine capacity of 160 cubic inches and not less than 635 lbs.

SUPERCOMP

If Racing Class is AA/A or AA/AA, and engine type is iron or cast, billet or forged aluminium cylinder block V8, and hemi or non-water-jacketed cylinder heads, and less than three valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 107.95 kg/litre (3.90 lbs/cube)

If Racing Class is AA/A or AA/AA, and engine type is iron or cast, billet or forged aluminium cylinder block V8, and cast water jacketed canted valve or wedge cylinder heads, and less than two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 99.65 kg/litre (3.60 lbs/cube)

If Racing Class is A/A or A/AA, then weightbreak is 3.40lbs/Cube. Any block material permitted.

If racing class is B/A,B/AA then weightbreak is 4.50 lbs/Cube

If Racing Class is BB/A or BB/AA, and engine type is iron or cast aluminium cylinder block V8, and hemi or non-water-jacketed cylinder heads, and two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 134.25 kg/litre (4.85 lbs/cube)

If Racing Class is BB/A or BB/AA, and engine type is iron or cast aluminium cylinder block V8, and cast water jacketed canted valve or wedge cylinder heads, and less than two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 125.94 kg/litre (4.55 lbs/cube)

If racing class is C/AA then weightbreak is 4.50 lbs/cube minimum weight is 1600lbs

If Racing Class is AA/AP or AA/APA, then engine type has no more than three valves and one spark plug per cylinder, and weight break is 134.25 kg/litre (4.85 lbs/cube)

If Racing Class is AA/APN or AA/APAN, then engine type is V8 of any capacity with nitrous oxide injection, and weight break is 134.25 kg/litre (4.85 lbs/cube), and minimum weight is 1088.6 kg (2400 lbs).

If Racing Class is AA/API or AA/APIA, For Sedans,Coupes and all Sports Cars then engine type is V8 EFI Pushrod with maximum of 3 valves and one spark plug per cylinder,using IHRA approved ECU Software, limited to one non adjustable map sensor, with no restrictions in line between Map sensor and ECU. Turbocharging or centrifugal supercharging permitted, Minimum weight 2400lb and 5.40 lbs per cube or 149.47 kg/Litre.

If Racing Class is CC/API and CC/APIA, For Sedans, Coupes and all Sports Cars then engine type is 6 cylinder and 8 cylinder using up to 4 valves per cylinder and one spark plug per cylinder, using IHRA approved ECU Software Limited to one non-adjustable map sensor, with no restrictions in line between Map sensor and ECU. Limited to one power adder. Block – OEM Aluminium or Iron. Engine size 3.6 to 5.7ltr. Induction – EFI only with Turbo or Centrifugal/Supercharging any size. Heads- OEM or Aftermarket (NO BILLET HEADS). Transmission – Manual – Maximum 5 speeds. Automatic – OEM maximum 3 speeds. Clutch – NO Multi-Lock Up. Petrol or Methanol only. Self-Starting. Wheelbase OEM or 115"Maximum. Body – Same as AA, BB, DD/API Classes. Minimum weight 2300lbs and 9.00 lbs per cube or 249.12 kg/Litre

If Racing Class is BB/AP or BB/APA, then engine type is supercharged or turbocharged, and has no more than two valves and one spark plug per cylinder, and weight break is 207.6 kg/litre (7.50 lbs/cube)

If Racing Class is BB/APN or BB/APAN, then engine type is V8 with nitrous oxide injection, and engine capacity is not more than 650 cubic inches, and no weight break applies, and minimum weight is 1088.6 kg (2400 lbs).

If Racing Class is BB/API or BB/APIA, For Sedans, Coupes and all Sports Cars then engine type is V8 EFI Pushrod with maximum of 2 valves and one spark plug per cylinder, using IHRA approved ECU Software, limited to one non-adjustable map sensor, with no restrictions in line between Map sensor and ECU. Turbocharging or centrifugal supercharging permitted, 7.50 lbs per cube or 207.6 kg/Litre.

If Racing Class is CC/API or CC/APIA, then engine type EFI V8, and with capacity between 4.00 and 5.50 litres, and has 4 valves per cylinder, and is turbocharged or centrifugally supercharged, and IHRA approved ECU software, and boost limiting valves set to 40psi (2.7bar), and single non adjustable MAP sensor having no restriction in line between MAP and ECU, and weight break is 235.28 kg/litre (8.50 lbs/cube)

If Racing Class is AA/D, and engine type is iron or cast, billet or forged aluminium cylinder block V8, and hemi or non-water-jacketed cylinder heads, and less than three valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 121.79 kg/litre (4.40 lbs/cube)

If Racing Class is AA/D, and engine type is iron or cast, billet or forged aluminium cylinder block V8, and cast water jacketed canted valve or wedge cylinder heads, and less than two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 113.49 kg/litre (4.10 lbs/cube)
If Racing Class is BB/D or BB/DA, and engine type is iron cylinder block V8, and hemi or non-water-jacketed cylinder heads, and less than three valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 121.79 kg/litre (4.40 lbs/cube)
If Racing Class is BB/D or BB/DA, and engine type is iron or cast aluminium cylinder block V8, and hemi or non-water-jacketed cylinder heads, and less than three valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 131.47 kg/litre (4.75 lbs/cube)
If Racing Class is BB/D or BB/DA, and engine type is iron cylinder block V8, and cast water jacketed canted valve or wedge cylinder heads, and less than two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 113.49 kg/litre (4.10 lbs/cube)
If Racing Class is BB/D or BB/DA, and engine type is iron or cast aluminium cylinder block V8, and cast water jacketed canted valve or wedge cylinder heads, and less than two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 123.17 kg/litre (4.45 lbs/cube)
If Racing Class is CC/DA, and engine type is iron or cast aluminium cylinder block V8, and capacity no greater than 366 cubic inches, and cast iron or aluminium water jacketed canted valve or wedge cylinder heads, and mechanical supercharged, then weight break is 124.56 kg/litre (4.50 lbs/cube)
If Racing Class is EE/D or EE/DA, and engine type is iron or cast aluminium cylinder block (no billet block) V8 or V6, and capacity no greater than 285 cubic inches, and cast iron or aluminium OEM or after market cylinder heads (no billet heads), and supercharged or turbocharged with caburettor, mechanical or electronic fuel injection, then weight break is 166.07 kg/litre (6.00 lbs/cube). If Turbocharged, then boost limiting valve/s set to 40psi (2.7bar), and single non adjustable MAP sensor having no restriction in line between MAP and ECU.
If Racing Class is FF/D or FF/DA, and engine type is 4 cylinders, and supercharged or turbocharged with caburettor, mechanical or electronic fuel injection, then weight break is 276.79 kg/litre (10.00 lbs/cube), and minimum weight including driver is 545.45 kg (1200 lbs). If Turbocharged and using EFI , then boost limiting valve/s set to 40psi (2.7bar), and single non adjustable MAP sensor having no restriction in line between MAP and ECU.
If Racing Class is RR/DI or RR/DIA, and engine type is EFI twin rotor rotary, and turbocharged, and boost limiting valve/s set to 40psi (2.7bar), and single non adjustable MAP sensor having no restriction in line between MAP and ECU, then weight break is 238.74 kg/litre (8.625 lbs/cube).
If Racing Class is RRR/DI or RRR/DIA, and engine type is EFI triple rotor rotary, and turbocharged, and boost limiting valve/s set to 40psi (2.7bar), and single non adjustable MAP sensor having no restriction in line between MAP and ECU, then weight break is 179.92 kg/litre (6.50 lbs/cube).
If Racing Class is A/D or A/DA, and engine type is naturally aspirated, then weight break is 101.03 kg/litre (3.65 lbs/cube).
If Racing Class is B/D or B/DA, and engine type is naturally aspirated, then weight break is 124.56 kg/litre (4.50 lbs/cube).
If Racing Class is C/DA, and engine type is iron cylinder block V8, and is naturally aspirated, and capacity is no greater than 410 cubic inches, then weight break is 124.56 kg/litre (4.50 lbs/cube), and minimum weight is 725.7 kg (1600 lbs).

If Racing Class is E/D or E/DA, and engine type is naturally aspirated iron or cast aluminium cylinder block and heads (no billet block or heads), and is 6 cylinder or V8, and capacity no greater than 285 cubic inches, and using carburetor or mechanical or electronic fuel injection, then weight break is 138.39 kg/litre (5.00 lbs/cube), and minimum weight is 453.5kg (1000 lbs).
If Racing Class is A/D or A/DA, and engine type is naturally aspirated, then weight break is 101.03 kg/litre (3.65 lbs/cube).
If Racing Class is F/D or F/DA, and engine type is naturally aspirated 4 cylinder automobile (no motorcycle engines), and using carburetor or mechanical or electronic fuel injection, then weight break is 138.39 kg/litre (5.00 lbs/cube), and minimum weight is 453.5kg (1000 lbs).
If Racing Class is AA/FC, and engine type is iron or cast, billet or forged aluminium cylinder block V8, and hemi or non-water-jacketed cylinder heads, and less than three valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 110.72 kg/litre (4.00 lbs/cube)
If Racing Class is AA/FC, and engine type is iron or cast, billet or forged aluminium cylinder block V8, and cast water jacketed canted valve or wedge cylinder heads, and less than two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 102.42 kg/litre (3.70 lbs/cube)
If Racing Class is BB/FC or BB/FCA, and engine type is iron or cast aluminium cylinder block V8, and hemi or non-water-jacketed cylinder heads, and two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 142.55 kg/litre (5.15 lbs/cube)
If Racing Class is BB/FC or BB/FCA, and engine type is iron or cast aluminium cylinder block V8, and cast water jacketed canted valve or wedge cylinder heads, and less than two valves and one spark plug per cylinder, and supercharged, turbocharged or nitrous oxide injected, then weight break is 134.25 kg/litre (4.85 lbs/cube)
If Racing Class is AA/G or AA/GA, then engine type is supercharged, turbocharged or nitrous oxide injected, and weight break is 166.08 kg/litre (6.00 lbs/cube)
If Racing Class is BB/G or BB/GA, then engine type is supercharged, turbocharged or nitrous oxide injected, and weight break is 207.6 kg/litre (7.50 lbs/cube)
If Racing Class is CC/G or CC/GA, then engine type is supercharged, turbocharged or nitrous oxide injected, and weight break is 249.12 kg/litre (9.00 lbs/cube)
Ford Barra - FB98/DA, FB98/AA, FB76/DA and FB76/AA 7.0lbs/cube Min Weight 1700lbs including driver.
If Racing Class is A/AP or A/APA, then naturally aspirated, and weight break is 124.9 kg/litre (4.50 lbs/cube)
If Racing Class is B/AP or B/APA, then naturally aspirated, and weight break is 166.1 kg/litre (6.00 lbs/cube)
If Racing Class is C/AP or C/APA, then naturally aspirated, and weight break is 207.6 kg/litre (7.50 lbs/cube)
If Racing Class is RR/API or RR/APIA, then engine type is turbocharged twin rotor rotary EFI, and IHRA approved ECU software, and boost limiting valve/s set to 40psi (2.7bar), and single non adjustable MAP sensor having no restriction in line between MAP and ECU, and weight break is 340.46 kg/litre (12.30 lbs/cube).
If Racing Class is RRR/API or RRR/APIA, then engine type is turbocharged triple rotor rotary EFI, and IHRA approved ECU software, and boost limiting valve/s set to 40psi (2.7bar), and single non adjustable MAP sensor having no restriction in line between MAP and ECU, and weight break is 242.20 kg/litre (8.75 lbs/cube).
If Racing Class is DD/API or DD/APIA, then engine type is 4, 5 or 6 cylinder EFI, and with capacity between 2.50 and 3.50 litres, and IHRA approved ECU software, and boost limiting valve/s set to 40psi (2.7bar), and single non adjustable MAP sensor having no restriction in line between MAP and ECU, and weight break is 340.46 kg/litre (12.30 lbs/cube).

If Racing Class is A/G or A/GA, then engine type is naturally aspirated V8, and weight break is 149.47 kg/litre (5.40 lbs/cube)

If Racing Class is B/G or B/GA, then engine type is naturally aspirated V8, and weight break is 179.92 kg/litre (6.50 lbs/cube)

If Racing Class is C/G or C/GA, then engine type is naturally aspirated V8, and weight break is 207.6 kg/litre (7.50 lbs/cube)

If Racing Class is D/G or D/GA, then engine type is naturally aspirated V8 or 6 cylinder, and weight break is 253.28 kg/litre (8.50 lbs/cube)

If Racing Class is DD/G or DD/GA, then engine type is supercharged, turbocharged or nitrous oxide injected and has no more than 6 cylinder, then weight break for engines with 2 valves per cylinder is 340.46 kg/litre (12.30 lbs/cube) and weight break for engines with more than 2 valves per cylinder is 365.37 kg/litre (13.20 lbs/cube).

If Racing Class is RR/G or RR/GA, then engine type is turbocharged rotary, and weight break is 340.46 kg/litre (12.30 lbs/cube)

If Racing Class is E/G or E/GA, then engine type is naturally aspirated V8, and weight break is 262.96 kg/litre (9.50 lbs/cube)

If Racing Class is F/G or F/GA, then engine type is naturally aspirated V8 or V6 fitted with one carburettor with no more than 4 venturis and a non-tunnel ram inlet manifold, and weight break is 292.02 kg/litre (10.55 lbs/cube)

If Racing Class is G/GA, then engine type is naturally aspirated V8 with an iron cylinder block and iron production wedge type cylinder heads, and engine capacity is no greater than 410 cubic inches, and weight break is 179.92 kg/litre (6.50 lbs/cube), and minimum weight with driver is 99.7 kg (2200 lbs).

If Racing Class is A/MP or A/MPA, then RWD, or Post 1986 FWD if generally available for retail sale in Australia, and weight break is 207.6 kg/litre (7.50 lbs/cube)

If Racing Class is B/MP or B/MPA, then RWD, or Post 1986 FWD if generally available for retail sale in Australia, and weight break is 235.28 kg/litre (8.5 lbs/cube)

If Racing Class is C/MP or C/MPA, then RWD, or Post 1986 FWD if generally available for retail sale in Australia, and weight break is 262.96 kg/litre (9.50 lbs/cube)

If Racing Class is D/MP or D/MPA, then FWD vehicle that has been converted to RWD and generally NOT available for retail sale in Australia, and weight break is 207.6 kg/litre (7.50 lbs/cube)

If Racing Class is E/MP or E/MPA, then FWD vehicle that has been converted to RWD and generally NOT available for retail sale in Australia, and weight break is 235.28 kg/litre (8.5 lbs/cube)

If Racing Class is F/MP or F/MPA, then FWD vehicle that has been converted to RWD and generally NOT available for retail sale in Australia, and weight break is 262.96 kg/litre (9.50 lbs/cube)

If Racing Class is H/MP or H/MPA, then RWD, or Post 1986 FWD if generally available for retail sale in Australia, and weight break is 290.63 kg/litre (10.50 lbs/cube)

If Racing Class is I/MP or I/MPA, then FWD vehicle that has been converted to RWD and generally NOT available for retail sale in Australia, and weight break is 290.63 kg/litre (10.50 lbs/cube)

Flat Tappet required for A/MS, A/MSA, B/MS, B/MSA, C/MS, C/MSA with listed weights. Roller Camshaft permitted for A/MS, A/MSA, B/MS, B/MSA, C/MS, C/MSA with additional 100lbs weight added to standard class requirement. Roller Camshaft permitted for H/MS, H/MSA, D/MS, D/MSA, E/MS, E/MSA

If Class Designation is A/MS or A/MSA, then weight break is 207.60 kg/litre (7.50 lbs/cube) and not less than 1451.5 kg (3200 lbs). Flat Tappet Camshaft.

If Class Designation is A/MS or A/MSA, then weight break is 207.60 kg/litre (7.50 lbs/cube) and not less than 1451.5 kg (3300 lbs). Roller Camshaft.
If Class Designation is B/MS or B/MSA, then weight break is 260.19 kg/litre (9.40 lbs/cube) and not less than 1318 kg (2900 lbs). Flat Tappet Camshaft.
If Class Designation is B/MS or B/MSA, then weight break is 260.19 kg/litre (9.40 lbs/cube) and not less than 1318 kg (3000 lbs). Roller Camshaft.
If Class Designation is C/MS or C/MSA, then weight break is 314.17 kg/litre (11.35 lbs/cube) and not less than 1318 kg (2900 lbs). Flat Tappet Camshaft.
If Class Designation is C/MS or C/MSA, then weight break is 314.17 kg/litre (11.35 lbs/cube) and not less than 1318 kg (3000 lbs). Roller Camshaft.
If Class Designation is H/MS or H/MSA and VT or VF Holden Commodore including Sedans, Utilities and Wagons, then weight break is 260.19 kg/litre (9.40 lbs/cube) and not less than 1406 kg (3100 lbs).
Ford Barra - FB98/GA and FB76/GA 9.5lbs/cube Min Weight 2300lbs including driver.
Ford Barra - FB98/MSA and FB76/MSA 14.0lbs/cube Min Weight 3400lbs including driver.
If Racing Class if CC/OM, then engine type is 4 cylinder, and minimum weight is 952.5 kg (2100 lbs).
If Racing Class if RR/OM, then engine type is twin rotor rotary, and minimum weight is 952.5 kg (2100 lbs).
If Racing Class if RRR/OM, then engine type is triple rotor rotary, and minimum weight is 1088.6 kg (2400 lbs).
If Racing Class if AA/SC, then engine type is 6 cylinder, and minimum weight is 1088.6 kg (2400 lbs).
If Racing Class if BB/SC, then engine type is triple rotor rotary, and minimum weight is 997.9 kg (2200 lbs).
If Racing Class if CC/SC, then engine type is 4 cylinder, and minimum weight is 952.5 kg (2100 lbs).
If Racing Class if DD/SC, then engine type is twin rotor rotary, and minimum weight is 952.5 kg (2100 lbs).
If Racing Class if AA/SM, then engine type is 6 cylinder, and capacity is not greater than 4.0 litres, and 2 wheel drive, and minimum weight is 1088.6 kg (2400 lbs).
If Racing Class if BB/SM, then engine type is triple rotor rotary, and 2 wheel drive, and minimum weight is 997.9 kg (2200 lbs).
If Racing Class if CC/SM, then engine type is 4 cylinder, and 2 wheel drive, and minimum weight is 997.9 kg (2200 lbs).
If Racing Class if DD/SM, then engine type is 6 cylinder, and capacity is not greater than 4.0 litres, and all wheel drive, and minimum weight is 1270 kg (2800 lbs).
If Racing Class if EE/SM, then engine type is 4 cylinder, and all wheel drive, and minimum weight is 1088.6 kg (2400 lbs).
If Racing Class if RR/SM, then engine type is twin rotor rotary, and 2 wheel drive, and minimum weight is 997.9 kg (2200 lbs).

PERFORMANCE BIKE

If Racing Class is A/AB, then weight break is 160.54 kg/litre (5.80 lbs/cube).

If Racing Class is B/AB, then weight break is 188.22 kg/litre (6.80 lbs/cube).

If Racing Class is C/AB, then weight break is 215.90 kg/litre (7.80 lbs/cube).

If Racing Class is D/AB, then weight break is 243.58 kg/litre (8.80 lbs/cube).

If Racing Class is AA/AB and supercharged or turbocharged, then weight break is 199.30 kg/litre (7.20 lbs/cube).

If Racing Class is AA/ABN, and nitrous oxide injected, then weight break is 171.62 kg/litre (6.20 lbs/cube) or more.

If Racing Class is BB/AB and supercharged or turbocharged, then weight break is 226.98 kg/litre (8.20 lbs/cube).

If Racing Class is BB/ABN, and nitrous oxide injected, then weight break is 199.30 kg/litre (7.20 lbs/cube).

If Racing Class is CC/AB and supercharged or turbocharged, then weight break is 254.66 kg/litre (9.20 lbs/cube).

If Racing Class is CC/ABN, and nitrous oxide injected, then weight break is 226.98 kg/litre (8.20 lbs/cube).

If Racing Class is DD/AB and supercharged or turbocharged, then weight break is 282.34 kg/litre (10.20 lbs/cube).

If Racing Class is DD/ABN and nitrous oxide injected, then weight break is 254.66 kg/litre (9.20 lbs/cube).

Minimum weight for all classes is 220 kg (485.02 lbs).

If Racing Class is A/CB, then weight break is 188.22 kg/litre (6.80 lbs/cube).

If Racing Class is B/CB, then weight break is 215.90 kg/litre (7.80 lbs/cube).

If Class Designation is C/CB, then weight break is 243.58 kg/litre (8.80 lbs/cube).

If Racing Class is D/CB, then weight break is 304.48 kg/litre (11.00 lbs/cube).

If Racing Class is P/CB, then pushrod engine of motorcycle origin and weight break is 143.94 kg/litre (5.20 lbs/cube).

If Racing Class is V/CB, then V-Twin with factory cylinder heads and engine case with aftermarket Harley Davidson or V-Rod EFI and weight break is 207.60 kg/litre (7.50 lbs/cube).

If Racing Class is NB/T, then 45 degree pushrod V-Twin and burning nitromethane via carburetors and weight break is 157.77 kg/litre (5.70 lbs/cube).

If Racing Class is AA/CB and supercharged or turbocharged, then weight break is 199.30 kg/litre (7.20 lbs/cube).

If Racing Class is AA/CBN and nitrous oxide injected, then weight break is 199.30 kg/litre (7.20 lbs/cube).

If Racing Class is BB/CB and supercharged or turbocharged, then weight break is 226.98 kg/litre (8.20 lbs/cube).

If Racing Class is BB/CBN and nitrous oxide injected, then weight break is 226.98 kg/litre (8.20 lbs/cube).

If Racing Class is CC/CB and supercharged or turbocharged, then weight break is 254.66 kg/litre (9.20 lbs/cube).

If Racing Class is CC/CBN and nitrous oxide injected, then weight break is 254.66 kg/litre (9.20 lbs/cube).

If Racing Class is CC/CBN and nitrous oxide injected, then weight break is 254.66 kg/litre (9.20 lbs/cube).

If Racing Class is DD/CBN and nitrous oxide injected, then weight break is 319.70 kg/litre (11.55 lbs/cube).

If Racing Class is PP/CB, then pushrod engine of motorcycle origin and supercharged or turbocharged and weight break is 152.24 kg/litre (5.50 lbs/cube).

If Racing Class is PP/CBN, then pushrod engine of motorcycle origin and nitrous oxide injected and weight break is 152.24 kg/litre (5.50 lbs/cube).

If Racing Class is VV/CB, then supercharged or turbocharged V-Twin with factory cylinder heads and engine case with aftermarket Harley Davidson or V-Rod EFI and weight break is 215.90 kg/litre (7.80 lbs/cube).

If Racing Class is VV/CBN, then nitrous oxide injected V-Twin with factory cylinder heads and engine case with aftermarket Harley Davidson or V-Rod EFI and weight break is 215.90 kg/litre (7.80 lbs/cube).

Minimum weight for all classes is 220 kg (485.02 lbs).

Street Bike weight break is 5.85 lbs/cube.