



# PRO OPEN RULEBOOK

Revised September 2025

**CLASS DESCRIPTION:** This class will showcase the most diverse array of drag bikes the sport can provide! Pro Open is open, actually WIDE open to ANY combination you want to bring out. All motor, nitrous injected, turbocharged, injected, or even blown nitro bikes. The diverse field of machines should prove to quickly become a crowd favorite. These purpose-built machines will attempt to put their massive amounts of horsepower to the ground and propel them through the 1/8 mile in search of a quick ET and high MPH.

**DESIGNATION:** The class designation is PO. All entrants must display this designation on both sides of their motorcycle by their bike number. Example: PO675

**FORMAT:** 1/8 mile – .400 pro tree – all run field – open to all entries able to pass safety inspection. Lane choice is given to the rider with the fastest ET when the ladder is generated and for all subsequent rounds. The highest speed (mph) will be used to break any ties.

**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.

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

**NITROUS OXIDE:** Permitted. May use any style nitrous system with any number of solenoids or nozzles.

**ENGINE:** Any type of power plant is allowed in Pro Open.

**TRANSMISSIONS:** Auto shift is allowed

**WHEELBASE:** Pro Open does not have a wheelbase minimum or maximum. The Manufacturers Cup does reserve the right to disallow any entry whose wheelbase is deemed to be directly or indirectly contributing to any handling creating a safety issue for the rider or rider in the other lane. This decision will be at the discretion of the Event Director and/or Tech Director.

**TURBOCHARGERS:** Permitted

**INTERCOOLING:** Any style or type of intercooling is allowed. Water injection is permitted.

**SUPERCHARGERS:** Entrants are allowed to supercharge



**INJECTED NITRO:** Allowed and can be combined with a supercharger, turbocharger, or nitrous oxide.

**FUEL:** Any gasoline is allowed, as well as ethanol, methanol, and nitromethane. Propylene oxide is not allowed in any category due to the negative health effects of it being a probable human carcinogen.

**GASOLINE:** Manufacturers Cup defines gasoline to be a complex mix of hydrocarbons.

**SUPERCHARGED:** Permitted

**TURBOCHARGED:** Permitted

**INJECTED / SUPERCHARGED NITRO:** 90% nitro is permitted

**CARBURETORS:** Permitted

**FUEL INJECTION:** Permitted

**ENGINE MANAGEMENT SYSTEMS:** Permitted. 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:** Manufacturers Cup 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. MANUFACTURERS CUP 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.

ECUs may not detect and may not be activated by radio transmitters, infrared, laser or sonic devices, or any track position devices or beacons. Also, they may not wirelessly (ie radio, infrared, sonic. etc.) transmit or receive information during the run to or from any source.

**DATA ACQUISITION:** Any electrical or mechanical device that may be used to activate, adjust, or tune any engine function based on ride height, track position, front wheel speed, or front suspension conditions, is prohibited. Any sensors, including infrared or ultrasonic, that measure



the track Christmas tree or timing system, the track surface, or any structure of the track facilities are prohibited. Any non-contact sensor (sonic, infrared, radar, laser, etc.) designed to detect or measure distance, position, or location is prohibited. The use of GPS, locator or position beacons, and locator or position transmitters is prohibited. Third wheel sensors, which is the use of any wheel or rolling device other than the normal front steering or rear drive wheel/tire to measure speed, distance, or track position, are prohibited.

**BRAKES:** Operational front and rear brakes are mandatory and must be in safe operating condition. Brake lines must be OEM type, braided steel hose, or stainless-steel line. A braided steel hose is highly recommended. Brake lines are to be routed and mounted properly to ensure no contact with moving parts. Carbon fiber brake pads or disks are prohibited.

**WHEELIE BARS:** Permitted

**MINIMUM WEIGHT:** No Requirements.

**OIL RETENTION:** Lower oil retention device (diaper) or belly pan is required.

**GROUND CLEARANCE:** All Pro Open entries must have a minimum of 2" ground clearance with the rider sitting on the bike, straight up perpendicular to the ground (oil retention blankets may be removed to pass the ground clearance test). All ground clearances are to be measured with the amount of air present in the rear tire at the conclusion of the run. No rider or team member is allowed to alter the pressure, measure the pressure, or otherwise make any contact with either tire valve stem until the conclusion of the post-run technical inspection. If an entrant fails the ground clearance inspection and their rear tire pressure has dropped below 8lbs, they will be allowed, upon the tech director's approval, to raise the rear tire to 8lbs and reattempt the ground clearance test.

## **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. A 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.

#### **RULE REVISIONS - (By Class Committee Meeting Only)**

To maintain a level playing field, MANUFACTURERS CUP will monitor the performance numbers of the class. From time to time, it may be necessary to adjust the class rules to retain the spirit and objective of this class. Any rule revisions deemed necessary by MANUFACTURERS CUP would be officially posted on the MANUFACTURERS CUP website a minimum of 14 days prior to the event in which they become effective (the rulebook on the MANUFACTURERS CUP 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.