

2025 Approved AFT SuperTwins Engines, Updated 8/16/2024

The following list identifies all twin-cylinder engines approved for use in AFT Mission SuperTwins competition

Engines submitted for homologation approval in AFT SuperTwins must originate from production street motorcycles. If an engine's displacement is outside the class displacement limits in its original production form, it can still be submitted for homologation approval. Once approved, the engine must not exceed a displacement of 800cc for water-cooled engines or 900cc for air-cooled engines when used in competition. Modifications to the engine's bore and stroke are allowed to ensure it meets these displacement limits.

Aprilia:

- 990, V-Twin Aprilia-Rotax
- 660 Parallel Twin

BMW:

- 800 Parallel Twin, F-Series

Ducati:

- 821 V-Twin Testastretta 11°: four-valve, liquid-cooled
- 937 V-Twin Testastretta 11°: four-valve, liquid-cooled
- 959 V-Twin Superquadro

Harley-Davidson:

- 750 V-Twin, XG750R, 2015 - Current
- 750 V-Twin, Revolution X, XG750R 2017-Current
- 975 V-Twin, Revolution Max, 2022-Current

Honda:

- 670 Parallel Twin
- 745 Parallel Twin (NC750X)
- 755 Parallel Twin (CB750, XL750)
- 998 Parallel Twin (CRF1000)

Husqvarna:

- 890 Parallel Twin, 2022 - Current

Indian:

- 983, V-Twin Scout 60

Kawasaki:

- 649 Parallel Twin

KTM:

- 950, 990, V-Twin LC8 (2003-2013)
- 799 Parallel Twin LC8c, 2018 - Current
- 890 Parallel Twin LC8c, 2020 - Current

Royal Enfield:

- 650 Parallel Twin (2019-Current)

Suzuki:

- 649 V-Twin (SV)
- 776 Parallel Twin (800DE, GSX-8S)
- 996 V-twin (1997-2007, TL, SV, DL)

Triumph:

- 900 Parallel Twin, T100
- 865 Parallel Twin

Yamaha:

- 689 Parallel Twin