

Class –FX 300 Ninja Cup

2015 Eligibility & Technical Rules

The Kawasaki Insurance sponsored FX 300 Ninja Cup class rules have been updated to clarify a number of questions and to make things clearer for all.

***Please note that changes for 2015 are in red, updated 10th Feb - Rider Number colour to white.**

MACHINE ELIGIBILITY

For Kawasaki Ninja 300 Motorcycles with factory fitted ADR compliance plates and must have Australian Model VIN numbers only. Grey import bikes cannot be raced in the FX 300 Ninja Cup

NOTE: These rules may be updated without prior notice during the 2015 season at the discretion of the Promoter. However all competitors entered in the class will be notified as soon as possible in writing of any changes and or through the official website www.aus-superbikes.com.au

CLASS NAME & TECHNICAL RULES: **FX 300 Ninja Cup**

ENGINE, FUEL INJECTION, GEARBOX, RADIATORS, OIL COOLERS, FRAMES, WHEELS:

- OEM per model and year; No modifications allowed unless otherwise specifically stipulated in these rules.
- Two cylinder head Cam cover bolts must be drilled by the competitor prior to scrutineering.
- The Series Chief Scrutineer will lock wire and seal each engine prior to the commencement of the round.

CLUTCH

- OEM per model and year
- OEM or aftermarket heavy duty springs can be fitted

EXTERNAL GEARING & GEARBOX

- External gearing can be changed or replaced with aftermarket items.
- OEM Per Model Chain pitch must be retained
- **Gearbox gears can be undercut.**

AIR BOX

- OEM per model and year.
- Air filters can be changed to aftermarket items but must be fitted and fully operational.
- No internal modifications allowed other than fitment of operational aftermarket air filter.
- No replacements, alterations or modifications to cold air connections / tubes etc to air box other than connection point to aftermarket Fairing if required.
- Engine & gearbox breather pipes/tubes and the radiator overflow must exhaust into the air box behind the intakes. The air boxes own breather tubes must be sealed so no fluids can leak out of them.

ELECTRICAL

- OEM per model and year Starter motors and alternators must be fitted and operational.
- OEM per model and year Australian ADR model ECU must be retained and be fully operational.
- The ECU may not be psychically modified internally or externally. Factory standard OEM per model and year maximum engine Rev limit/cut out must be retained and operational.
- The wiring harness cannot be modified other than to allow a Lanyard Kill switch to be fitted. No other alterations including no repinning of any plugs connected to the ECU / harness from the standard layout for the model and year.
- All electrical components that are to be removed or disconnected must be disconnected at the original factory fitted plug in point.
- OEM per model and year size and capacity Battery must be retained and fully operational and be charged at the correct voltage as stated in the manufacturers service manual for that model.

EXHAUST

- The exhaust may be changed to an aftermarket item. However the exhaust must be made of Stainless Steel or a ferrous metal for the headers, collector and tail pipe.
- A Titanium **or Carbon Fibre** muffler cover is allowed.
- All exhausts used must at all times meet venue noise restrictions or a maximum of 95 db whichever is **the** lower.

FRAME

- OEM per model & year with factory fitted original compliance plate fitted.
- No modifications allowed to the frame other than the side stand lug that the side stand bolts to, which can be removed / cut off etc **and strengthening and or repairs around the Foot Peg bracket holes can be undertaken as required.**
- Repairs can be made if required providing they don't alter the machines geometry and measurements from the OEM per model and year standard geometry as stated by manufacturer.
- Triple clamps Standard OEM per model and year, no modifications allowed.
- SUB FRAME - Original profile must be maintained if repaired.
- SWINGARM - OEM model & year. No alterations allowed except rear stand mounting lugs & chain guard.
- Any sharp edges left by the removal of components must be shrouded by a rolled edge or beading of minimum 3mm diameter.
- Aftermarket faring, screen and instrument mounting brackets can be fitted providing they connect to the faring and frame in the original positions.

SUSPENSION

- **Rear** – Aftermarket shock absorber with ride height adjuster is allowed. If a standard shock is used then internal modifications are allowed. Spring and spring rates can be changed.
- **Front** - standard OEM per model and year tubes. Standard OEM per model and year sliders. Internals including springs, valving, oil levels and viscosity and external adjusters can be fitted.
- **Cartridge Kits cannot be fitted. (clarification)**

BRAKES

- OEM per model & year callipers.
- Master cylinder standard OEM per model and year.
- Pads and Lines manufacturer optional.
- ABS can be disconnected
- **Aftermarket Disc's can be fitted but must be made of same material and be same diameter as original**
- **External aftermarket lever adjusters can be fitted.**

WHEELS

- OEM per standard base model. Rim Width and size must remain unchanged
- Cush drive, Standard OEM per model
- No race kit, Limited Edition or R specification OEM model light weight or after market wheels

BODYWORK & KAWASAKI BRANDING

- OEM shape and profile per model and year.
- Aftermarket OEM replica per model and year fairing and seat may be fitted.
- Rear mud guard and number plate bracket can be removed.
- Seat unit may be modified to be single seat unit inclusive of number plates.
- Windscreen may be different profile and size.
- Lower Faring must be sealed and hold a minimum of 3 litres of fluid. It must also have removable plugs for wet races.
- All replacement fairings and seat units etc must be made of fibre glass only. (No Kevlar or carbon fibre)
- **The Kawasaki name / logo must appear on the fairings** in an obvious position and be of a size that can be seen clearly at 5 metres. The Kawasaki name / logo stickers will be supplied by the Promoter and must be fitted to all motorcycles competing in the FX300 class.

FRONT & REAR NUMBER BOARD OPTIONS:

- Race Number Plates (front) must be a flat (not gloss) Green in colour. Numbers must be **white** in colour and at least 150 mm in height.
- Rear Number boards can be either on each side of the rear seat cowl or one number board on the top centre of the seat cowl.
- If a single rear centred number board is used then the numbers must face the rear of rider when seated.
- The Rear number board colours must be the same as the front number boards.
- Rear number boards can also be placed on each side of the fairing providing they meet minimum rear size requirements of **110 mm** and are easily visible from 20 metres when the motorcycle is upright.
- A minimum 6 millimetre pin stripe of a contrasting colour must be fitted around the number plate to differentiate it from the rest of the motorcycles colour scheme.
- Number font can be; Arial Rounded Bold or Princeton, Varsity or Super Normal. The actual font is available as a faxed example from the Promoter. Please contact us and it will be faxed to you. If you would like to use a different number font please contact the promoter for written approval.
- **Competitors from overseas can use their initial rather than a number but this is at the discretion of the promoter.**

RACE NUMBERS:

All race numbers in the FX 300 Ninja Cup will start from 300 and go up to 399. 300 to 310 will be reserved by the promoter.

PETROL TANK

- OEM per model and year. No metal, alloy or composite can be added or removed. No modifications allowed.
- Standard OEM per model fuel cap retained and operational. No modifications allowed.

FUEL RESTRICTIONS AND SPECIFICATIONS

- As per the various relevant Federal Government Laws, Acts of Parliament, restrictions and or allowances for fuel usage for modern ADR complied 4-stroke motorcycles and the relevant Series Fuel Restriction & Allowance Rules for the 2015 AFX-SBK and ASC Series.
- Restricted to Unleaded commercially available Petrol station fuel pump sold petrol with a maximum Octane rating of 98. (No additives can be added to the fuel)

RADIATOR

- Standard OEM per model and Year no modifications.
- No Ethylene Glycol base coolants or other products are allowed to be used in the radiator or cooling system.

TYRES

- DOT approved Treaded tyres only, that must have a speed rating equal to or above the standard OEM fitment tyres and will be homologated by the promoter and will have a maximum recommended retail price (RRP) which will be listed in the Series Sup Regs and Final Instructions.
- **Tyre sizes other than standard can now be used but must be homologated by the promoter.**
- The various ARTRP Promoted Series Sup Regs and Final Instructions that the FX300 class will compete in 2015 will cover all aspects of the tyre rules.
- The 2015 Australasian Superbike Championship & AFX-SBK Series Supplementary Regulations (Sup Regs) regarding tyres, will if different, override these rules relating to tyres.

OTHER OPTIONAL NON-GENUINE EQUIPMENT THAT CAN BE CHANGED OR FITTED

- Foot pegs, Foot Peg Carriers, Gear levers, Clutch & brake levers.
- Handlebars can be changed to clip on's providing they do not interfere with the body work or the body work requires modification for the clip on's to be used.
- Spark plugs.
- Plug Piggy Back tuning device with an Australian Max RRP new of A\$1000 incl gst Standard OEM model engine Rev / Cut off limit cannot be modified. Must plug into original wiring harness plugs.
- Plug in piggy back Auto Tune units. Must only use a single plug in oxygen sensor. No other sensors can be fitted or utilised for any other function.
- Frame savers
- Chain Guards.
- Approved Lap timing devices allowed. Australian Maximum new RRP of \$750 Inc GST.
- Front and rear aftermarket axle stand points can be fitted.
- Heavy duty crash damage resistant engine case ends
- Mesh Radiator shroud / protectors can be fitted.
- **Aftermarket Disc's but must be same diameter and material as original OEM per model Disc's.**

RESTRICTIONS & LIMITATIONS

- No quick action throttles.
- No Quick Shifters allowed unless standard OEM per model and Year fitment.
- No titanium or carbon fibre, unless standard original OEM part for that model and year or unless used in a replacement exhaust muffler and tail connector pipe to first joint or part of & or as crash resistant crank case end covers.
- Fuel tank capacity may not exceed the manufacturer's original stated Australian model fuel carrying capacity.
- No modifications or alterations allowed that will compromise the structural integrity of the motorcycle.
- Any sharp edges must be covered in such a way so as they cannot be able to inflict injury.
- No Brake light allowed.
- No on board telemetry allowed other than approved series timing transmitters, on board camera's and approved auto tune / fuel metering devices.
- Engine maximum rev limit must be no more than the maximum Australian model factory stated limit.

MANDATORY FITMENT

- Heavy Duty crash damage resistant Crank case end casings & or crash damage resistant covers.
- Engine Sump Plug must be drilled and lock wired.
- Oil filter must be lock wired to frame.

- Brake calliper securing bolts must be drilled and lock wired (split pins in conjunction with lock wiring allowed).
- Radiator cap must be drilled and lock wired
- Lower chain guard fitted in front of the rear sprocket.
- **The chain guard must not have any sharp edges and must be designed in such a way as not to catch or entangle any object that it comes in contact with it that is moving from the front of the bike to the rear.**

THE FOLLOWING MAY BE REMOVED

- Any pollution gear including air injection systems, and or anti-icing gear
- Any road used gear required for ADR compliance including thermo fans, lights etc. that will not affect the safety, structural or visual integrity of the motorcycle other than what is stated as allowable or not allowable in these rules.
- The side stand frame lug can be removed / cut off etc.

THE FOLLOWING MUST BE REMOVED

- Pillion Pegs, Centre & or side stands
- Horns, Traffic indicators, Rear vision mirrors, Registration plate/label holder

A CONDITION OF ENTRY TO THE FX 300 NINJA CUP CLASS

The Series Scrutineer at his discretion can require that the ECU be changed with one supplied by Kawasaki Motors Australia at any time during the event and then swapped back at the end of the round.

The Series Chief Scrutineer can require any bike at any time during the series be run on the series dyno to check engine output, max engine RPM etc. This may well happen multiple times throughout the year.

Anyone looking at entering the Kawasaki FX 300 Ninja Cup needs to contact the promoter to apply for a registered race number for the FX 300 Ninja Cup class so as to be eligible to win the various prizes. Please note this small capacity ADR production based class is aimed at providing a level playing field competition that is very affordable for privateer riders.

DEFINITIONS & UPDATES Please Note:

- OEM = Original Equipment of Manufacturer (not year or model specific)
- OEM + per Model = OEM for that model (not year specific.)
- OEM + per Model and Year = OEM for that model and particular year
- Unless otherwise stipulated the above three definitions do not allow any modifications
- If something is not specifically mentioned in these rules then it is not allowed.
- These rules may be updated during the year at the discretion of the ASC Series Promoter.
- Notifications of updates will be listed on the official website www.fxsuperbikes.com.au and the series facebook page as soon after any updates are made as possible.

Regarding the 'DEFINITIONS' Section above be aware of how you can possibly mix and match parts from different models and years to your advantage. If in doubt about any rules or the eligibility of entering a machine in the FX300 class in 2015 please contact Terry O'Neill, on ph (02) 48 235 711 Fax: (02) 48 235 722 or email: admin@aus-superbikes.com.au before a potentially costly mistake is made.

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