

Class-FX Pro-Twins

2015 Eligibility & Technical Rules

All machines, makes and models must appear on the homologation list held by ARTRP (Australian Road & Track Rider Promotions) the promoter of the Australasian Superbike Championship (ASC) and AFX-SBK series to be eligible to compete in the FX Pro-Twins class in either series. Please check with ARTRP to make sure your motorcycle is eligible. **The FX Pro-Twins class is open to all grades of privateer riders. The promoter reserves the right to determine what a privateer is.**

NOTE: The FX Pro-Twins homologation list may be altered or added too at any time without prior notice during the 2015 season at the discretion of the promoter.

CLASS NAME: FX Pro-Twins;

For eligible 4-stroke machines from 500cc to 2000cc. Brand and country of origin or minimum numbers is not restricted.

Definition of classes:

F1= All V4 cylinder bikes over 990cc. All 3-cylinder engines over 1051cc, all 2-cylinder 4 valve water cooled engines over 1100cc, All 2-cylinder air cooled engines over 1610 cc.

F2= All 4 valve water cooled V-twins over 800cc and under 1100cc, all 3-cylinder engines over 680cc and under 1051cc. All Air cooled engines over 1100 cc and under 1610 cc.

***F3=** All V4 cylinder engines under 700cc, All 3-cylinder engines under 680cc. All 2-cylinder 2-valve engines under 1100cc. All 2-cylinder 4 valve engines under 800cc

**Please note if a 848 cc Ducati can be proven to have a standard bore and stroke then it can be entered into the F3 class at the promoters discretion after consultation with the Series Chief Scrutineer and Clerk of Course.*

F4= Any eligible homologated machines with a capacity under 510 cc. Check with the promoter to see if your machine is eligible for F4.

CAPACITY:

Lower Limit **380cc.**

Upper Limit 2000cc.

ENGINE, GEARBOX, CARBURATION & FUEL INJECTION

Modifications and alterations allowed

AIRBOXES

Are free, ducting to air box is free.

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

Igniter Box - Free. Ignition trigger free (mechanical only).

ECU. - Free

Wiring Harness - Free

Ignition coils and spark plug leads and caps - Free

Alternator optional.

Starter motor optional.

CLUTCH

Free

EXHAUST

Free.

RADIATORS

Free

OIL COOLERS

Free

FRAME

Standard OEM per model & year.

No alterations except where a sub-frame is reattached replaced or repaired.

SUB-FRAME

Original profile must be maintained if repaired or replaced.

SWINGARM

Can be modified or changed

SUSPENSION

Rear - **Link - Free**. Ride height adjuster optional. Shock absorber manufacturer and length optional. Link arm rods are free.

Front - OEM Fork tubes. OEM sliders. All other internals optional. External adjusters can be fitted.

BRAKES

Callipers and discs- can be changed - no Carbon brakes allowed

Master cylinder- Free.

Pads & Lines manufacturer optional.

WHEELS

All wheels must be 17" in diameter unless otherwise approved in writing by Formula Xtreme Pty Ltd.

Diameter may be changed to 17 inch if required.

Width of wheels:

Front wheel maximum 3.5"

Rear wheel maximum 6.00"

Colour optional.

Optional race kit or aftermarket wheels are permissible.

16.5" Wheels and or carbon fibre composite wheels are **NOT** allowed even if standard fitment

BODYWORK

Silhouette OEM per model.

Carbon fibre or Kevlar body work is permissible.

Faring ducting and intakes may be modified.

Non-genuine brackets may be used, fairing brackets may be replaced with non-original item.

- Seat unit may be modified to be single seat unit inclusive of number plates.
- If a bike comes fitted from the manufacturer with a full lower faring fitted then it must be retained and must be modified so it is sealed and will hold a minimum of 3 litres of fluid. It must also have removable plugs for wet races

FRONT & REAR NUMBER BOARD OPTIONS:

- Front and rear Race Number Boards must be a flat red in colour and numbers must be flat white in colour.
- For C&D grade competitors front and rear Race Number Boards can be either flat RED with white numbers or flat Yellow with black numbers.
- 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 either, Arial Rounded Bold or Princeton, Varsity or Super Normal and must be of at least 150mm in height. The actual font is available as an example from the Promoter. Please contact us and it will be emailed or faxed to you. If you wish you use a different font then those supplied here please contact the Promoter for a written exemption.
- 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 Number Board colours must be the same as the front number boards.
- Rear number boards can also be placed on each side of the faring providing they meet minimum size requirements of 150mm and are easily visible from 20 metres when the motorcycle is upright.
- Number font can be either, Arial Rounded Bold or Princeton, Varsity or Super Normal as shown below. If you would like to use a different number font please contact the promoter for a ruling. If your preferred choice of font is accepted you will be given written exemption by the Promoter.
- The competitor's motorcycle must be presented to scrutineering with the correct numbers fixed to the bike.

The promoter reserves the right to allow international or visiting high profile competitors to use a letter from the Alphabet rather than a number. This is at the promoter's discretion.

PETROL TANK

Standard OEM per model and year, no modifications allowed.

Aftermarket fuel cap allowed without key.

FUEL RESTRICTIONS AND SPECIFICATIONS

Unleaded fuel only as per current Federal Government Laws, Acts of Parliament, requirements and allowances for 2 & 4 stroke modern racing machines and must be commercially available from at least four commercial outlets (Petrol Stations) in any State or Territory and be no more than 100 octane. Any fuel used must have a Recommended Retail Price of no more than \$3.00 per litre unless otherwise stipulated by the Promoter. No additives or octane boosters allowed. Any other **relative** fuel rule in the 2015 ASC and or AFX-SBK Sup Reg's relating to Pro-Twins will take preference over this fuel rule.

E85 methanol fuel is allowed in the Pro-Twins class.

TYRES: For All Of FX Pro-Twins Four Separate Formula's

For the F1: The 2015 ASC & AFX-SBK series / year Series Supplementary Regulations (Sup Reg's) will be the

primary tyre rules for the F1 formula. The Series Sup Reg's will override these tyre rules if they are different to these rules.

The F1 class again in 2015 will have a control tyre and a restriction on the number that can be used. Please check the 2015 ASC & AFX-SBK Series Sup Regs to see what the tyre rules are for the Pro-Twins class.

For the F2, F3 and F4 class: If not stated in Sup Reg's then either slick or treaded tyres with a speed rating not less than the OEM DOT tyres if they are treaded tyre as supplied when the motorcycle was new from the distributors agent can be used, there is no fixed brand or control tyre for F2, F3 or F4.

OTHER OPTIONAL NON-GENUINE EQUIPMENT

Throttle housing and cables

Foot pegs.

Gear levers.

Foot peg brackets.

Rear Suspension Link

Electrical Instruments.

Handlebars.

Triple clamps.

E.C.U's.

Steering dampers.

Air boxes and air box ducting. (Carbon fibre for air boxes and air box ducting is permissible)

Speed Shifters

Headlight with a minimum of 55 watts will be allowed to be fitted. If a headlight is fitted it must be either the original headlight providing it is not glass or a aftermarket headlight which is not glass. The aftermarket headlight must be fitted to the right hand side of the faring looking at the bike from the rear. If an aftermarket head light is fitted to the R/H/Side then the number plate must be position on the opposite left hand side of the front faring.

Rear Tail Light must have be a minimum of 21 watts and must not be made of glass. Please check with the Promoter before fitting headlights and Tail Lights that they comply.

Head Lights and Tail Lights must be able to be turned off and on by way of an accessible switch.

Mesh Radiator shroud / Protectors can be fitted.

Clutch Lever and Front Brake Crash Guards can be fitted. (Will be mandatory from 2015 on for front brake lever)

Petrol tank crash protectors can be fitted, even if they are carbon fibre.

RESTRICTIONS & LIMITATIONS

No 16.5" Wheels

No Carbon or composite wheels

No Carbon or composite brakes discs.

No Ethylene Glycol base coolants or products are allowed to be used in the radiator or cooling system.

No Brake Light

RECOMMENDED FITMENT

Lanyard cut out switch. Lanyard = Kill switch that is operated and connected to the rider by a cord or cable.

MANDATORY FITMENT

- If a motorcycle when laid on its side touches or sits on any part of the engine that could leak oil if damaged then Heavy Duty crash damage resistant Crank case end casings & or crash damage resistant covers for that area must be fitted. If as in the case of a number of V-Twins the engine parts won't touch the ground in a crash then crash damage resistant cases are not required. Check with the Series Head Scrutineer regarding your motorcycle.
- Engine Sump Plug must be drilled and lock wired.
- Oil filter and radiator cap must be lock wired to frame.
- Front Brake calliper securing bolts must be drilled and lock wired.

THE FOLLOWING MAY BE REMOVED

Rear mudguards.

Inner guards.

Starter motor, alternator.

Thermo fans.

Any and all pollution gear and or anti-icing gear.

Anything that will not affect the safety and or structural integrity of the motorcycle.

THE FOLLOWING MUST BE REMOVED

Reflectors

Pillion pegs
Horns/Traffic indicators/Rear vision mirrors
Centre and side stands
Registration plate/label holder

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

- If something is not specifically mentioned in these rules then it is not allowed.
- These rules may be updated prior to and or after the ASC and or AFX-SBK series has commenced at the discretion of the Promoter if there is a safety or major concern with the rules that needs addressing.
- Notification of any updates will be listed on the official website www.fxsuperbikes.com.au and the series facebook page as soon as possible after any changes are made.

Be aware of how you can mix and match parts from different models and years to your advantage as this can help you in both the cost of building and or rebuilding your bike, as well as maximizing potential in developing your race bike to beyond its original specification. If in doubt about any rules or the eligibility of entering a machine in FX Pro-Twins for 2015 please contact Terry O'Neill, on ph (02) 48 235 711 email: admin@aus-superbikes.com.au

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