

Class – Supersport

2015 Eligibility & Technical Rules

*Please note that any rule changes for 2015 are in red

MACHINE ELIGIBILITY

All machines make and models must appear on the homologation list held by Formula Xtreme Pty Ltd to be eligible to compete in the 2015 Supersport class at either the Australasian Superbike Championship (ASC) and or the AFX-SBK series. If your bike is not the base model and is a 'RR' or 'Limited' edition etc Supersport bike then please request from the promoter for written confirmation that your bike is eligible. Which model Supersport bikes that are deemed to be eligible is at the discretion of the Promoter of the Australasian Superbike Championship and AFX-SBK Series. **The Supersport class is open to all grades of privateer riders. The promoter reserves the right to determine what a privateer is.**

NOTE: The Supersport homologation list may be updated during the season.

CLASS NAME & DESCRIPTION: **Supersport**

- For homologated 4-stroke Factory fitted ADR compliance plated Supersport orientated motorcycles with two or more cylinders.
- **Two cylinder head Cam cover bolts and the Cam Chain Tensioner bolt must be drilled by the competitor prior to scrutineering.**
- **The Series Chief Scrutineer has the right to lock wire and seal each engine prior to the commencement of the round.**

NO MINIMUM MODEL NUMBERS:

There is no minimum number of a particular model of bike sold in Australia required for that bike to be eligible to compete in the Supersport class but all bikes must be accepted as being homologated by the promoter.

ENGINE CAPACITY & CONFIGURATION:

- Four Cylinder Machines minimum capacity 500cc, maximum capacity 600cc
- Three Cylinder Machines maximum capacity 675cc
- Two Cylinder Machines minimum capacity 745cc, Maximum capacity 850cc

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

- OEM per model and year; No modifications allowed unless otherwise specifically stipulated in these rules.

ENGINE INLET & EXHAUST VALVE & VALVE SEATS:

- OEM per model and year valve and valve seats original material must be retained; faces of both surfaces may be lightly cut for maintenance reasons. However all angles of valve seats and valve faces must be retained as per the manufacturers OEM per model and year specifications with no valve seat or valve face angle changes allowed.
- Inlet and exhaust tracks and ports cannot be altered or modified or have material added or removed includes no polishing/buffing etc.
- Valve Guides cannot be modified / Polished, Buffed etc or changed to aftermarket items that have a different specification from the standard OEM model parts.

CLUTCH

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

EXTERNAL GEARING

- External gearing and chain pitch can be changed or replaced with aftermarket items.

AIRBOXES

- 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 Faring if required.
- Engine & gearbox breather pipes/tubes and the radiator overflow must exhaust into the airbox 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 fully operational as per the manufacturers OEM per model settings

- OEM per model and year Australian ADR model ECU must be retained and be fully operational. However the OEM per model ECU can be reflashed / programmed etc.
- 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.
- A 1% over rev variation above the factory stated maximum Rev limited per year and model is allowed.
- 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.
- The left hand switch block (Clutch side) must be removed from the bike by unplugging from the OEM wiring harness.
- If your particular bike will not run without the left hand switch block then please contact the Promoter to discuss options, which may include covering the switches so they cannot be used or moving the switch block into the nose cone etc.
- OEM per model and year size and capacity Battery must be retained and fully operational including being charged at the correct voltage & amperage as stated in the manufacturers service manual for that model. Make, model and composition material of battery is open providing it meets the other here in listed requirements for the battery.
- **Thermo Fans must work as per how they came from the factory. Aftermarket switches or plugging in extra wiring to bypass and or allow manual powering of the fans is not allowed under these rules.**

EXHAUST

- **Aftermarket exhausts made of any material are now allowed**
- A Titanium or Carbon fibre skinned muffler cover is also allowed.
- Any eligible exhaust that does not come with a oxygen sensor may have a oxygen sensor fitted.
- 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.
- 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 or variations from standard OEM per model specifications 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 – If a OEM per model Shock absorber is fitted then internal and external modifications are allowed.** Spring and spring rates can be changed. Shock height adjustment shims / washers can be changed. Spring compression adjuster can be changed to non OEM part.
- **Aftermarket shock absorbers with ride height adjusters can now be fitted.**
- **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 or modified.

BRAKES

- OEM per model & year Callipers.
- Master cylinder standard OEM per model and year.
- Pads and Lines manufacturer optional.
- If a bike comes fitted with ABS it can be disconnected and removed.
- **Rotors can be changed to aftermarket floating items but must be same size and material.**
- **External aftermarket lever adjusters can be fitted.**

WHEELS

- OEM standard per base model unless the wheels are standard OEM fitment for that model and year bike.
- Cush drive, Standard OEM per model
- No race kit, Limited Edition or R specification OEM model light weight or after market wheels can be fitted unless they are standard OEM for that model and year motorcycle.
- Only standard OEM per year and model (none fixed) wheel spacers can be used.

BODYWORK & NUMBER PLATES

- OEM shape and profile per model and year.

- OEM per model and year profile and size cold air inlets must be retained if aftermarket faring used.
- Aftermarket OEM fibreglass replica per model and year faring 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.
- Aftermarket screen can be fitted, must be at least the standard size as per OEM per model and year
- Lower Faring must be sealed and hold a minimum of 3 litres of fluid. It must also have removable plugs for wet races.

FRONT & REAR NUMBER BOARD OPTIONS:

- Race Number Plates (front and Rear) must be a flat not gloss white in colour, numbers must be black in colour and at least 150 mm in height, unless the rider is one of the eligible C or D grader who is eligible to win one of the sub class prizes.
- 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 150 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 either; Arial Rounded Bold or Princeton, Varsity or Super Normal. 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 would like to use a different number font please contact the promoter for written approval.
- Front and Rear number Boards must be WHITE with BLACK numbers
- C grade are required to have DARK BLUE number boards with WHITE numbers.
- D graders are required to have YELLOW number boards with BLACK numbers.
- If a C or D grader does not want to be eligible to win one of the grade prizes then they will be required to have WHITE number boards with BLACK numbers.
- Please be aware* If a C or D grade competitor runs the incorrect colour boards then they can still win their grade championship, but that will automatically make them ineligible for any series grade prizes.

PETROL TANK

- OEM per model and year. No metal, alloy or composite can be added or removed. No modifications allowed.
- No modifications allowed other than edge crash protector covers. Carbon Fibre protectors are allowed for this application.
- **Fuel cap can be changed to aftermarket unit that does not require a key to open.**

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 ASC, AFX-SBK and or any ARTRP Series or event.
- Restricted to Unleaded commercially available Petrol station fuel pump sold petrol with a maximum Octane rating of 98. No additives are allowed to be added.

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

- For dry track conditions control treaded tyres only must be used which must have a speed rating equal or above the standard OEM fitment tyres.
- No other tyres other than the specified control tyres for the Supersport class can be used.
- If a race or race meeting is declared wet by the Clerk of Course then 'full wet weather' or control tyres can be fitted.
- The ARTRP issued or updated Series Supplementary Regulations (Sup Regs) and Final Instructions that the Supersport class will compete in 2015 will cover all aspects of the tyre rules for each series including control tyres.
- The 2015 series Sup Regs regarding control tyres, if different, will override these tyres rules. Please check.

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

- Foot pegs, Foot Peg Carriers, Gear levers, Clutch & brake levers, Handlebars providing they mount in the standard position and are of standard OEM per model and year profile.
- Spark plugs.
- Fuel injection metering control device with an Australian Max RRP new of A\$1000 incl gst Must plug into original wiring harness plugs.
- Plug in piggy back Auto Tune units with no other functions other than adjusting fuel air mixtures. Must only use a single plug in oxygen sensor. No other sensors can be fitted or utilised for any other function.
- Steering damper
- 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
- Lanyard engine cut out kill switch can be fitted and the wiring harness can be altered to allow its operation.
- Mesh Radiator shroud / protectors can be fitted.
- Aftermarket Quick shifters can be fitted if not a standard part.
- Clutch Lever Crash Guards can be fitted. Front Brake Crash Guards in Supersport are mandatory.
- Petrol tank crash protectors can be fitted, even if they are carbon fibre.
- **No on board telemetry allowed other than approved series timing transmitters, on board camera's and approved auto tune / fuel metering devices.**
- **Timing Transmitters or any other electronic device that has a GPS function or a 2G, 3G, 4G function or Wireless function to send / transmit information/data is not allowed to be fitted or operational.**

RESTRICTIONS & LIMITATIONS

- No quick action throttles.
- 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 OEM joint past the muffler 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.
- Timing Transmitters or any other electronic device that has a GPS function or a 2G, 3G, 4G function or Wireless function to send / transmit information is not allowed to be fitted or operational.
- Thermo Fans and how they work cannot be altered, they must only operate and cycle as they came from the factory.

TRACTION CONTROL

- If a motorcycle does not come standard from the manufacturer with traction control then traction control cannot be fitted.

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.
- Radiator cap must be drilled and lock wired
- MotoGP style Front brake lever crash protection guard must be fitted

THE FOLLOWING MAY BE REMOVED

- Any pollution gear including air injection systems, and or anti-icing gear
Or exhaust valve motors and cables rendered inactive by removal of the OEM exhaust system as long as they are unplugged at the std connection in the wiring harness.
- 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 FOLLOWING MUST BE REMOVED

- Pillion Pegs, Centre & or side stands
- Horns, Traffic indicators, Rear vision mirrors, 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
- 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 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.

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 Supersport class in 2015 please contact Terry O'Neill, on ph (02) 48 235 711 Fax: (02) 48 235 744 or email: admin@aus-superbikes.com.au before a potentially costly mistake is made.

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