



Class – SuperTwins 700

2017 Eligibility & Technical Rules

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MACHINE ELIGIBILITY

For a machine to be eligible to compete in the 2017 Australasian Superbike Championship Series (ASC) in the SuperTwins 700 class it must be homologated by the Promoter. Please check with the promoter by email to toneill@aus-superbikes.com.au to find out if your specific make, model and year motorcycle is homologated for the 2017 SuperTwins 700 class. Which model SuperTwins bikes that are deemed to be eligible is at the discretion of the Promoter of the Australasian Superbike Championship Series. The SuperTwins 700 class is open to all grades of privateer riders. The promoter reserves the right to determine what a privateer is.

NOTE: The SuperTwins 700 homologation list may be updated during the season.

CLASS NAME & DESCRIPTION: **SuperTwins 700**

- For homologated 4-stroke Twin cylinder sports orientated motorcycles with minor modifications allowed.

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 SuperTwins 700 class but all bikes must be accepted as being homologated by the promoter.

ENGINE CAPACITY & CONFIGURATION:

- Engine Capacity must be standard per model.
- F1: Two Cylinder Machines minimum capacity 651cc, Maximum capacity 700cc
- F2: Two Cylinder Machines minimum capacity 591cc, Maximum capacity 650cc
- F3: Two Cylinder Machines minimum capacity 490cc, Maximum capacity 590cc

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 cut.
- Inlet and exhaust tracks and ports can be polishing/buffed etc.
- No material added to ports.
- Valve Guides can be modified / Polished, Buffed etc or changed to aftermarket items that have a different specification from the standard OEM model parts.
- Cam timing can be altered from the factory with slotted cam wheels allowed to be fitted.
- Cylinder head and cylinder block mating surfaces may be machined.
- Non-Modified standard OEM Cam Shafts from other year models can be fitted.

CLUTCH

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

GEARBOX

OEM per model and year gear ratio's, no internal gearing alterations allowed.
Gear dogs can be undercut.

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.
- The standard factory fitted ECU can be reprogrammed.
- The ECU and wiring harness may be changed or modified.
- There is no maximum engine Rev limit.
- OEM per model minimum AMP hour 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.
- OEM per model and year Thermo-Fans must be fitted and operational. An aftermarket manual on/off switch and auxiliary wiring for the fans can be fitted but must be located on the front faring bracket. This switch must have no other purpose other than turning the fans on or off.

EXHAUST

- Aftermarket exhausts made of any material are 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.
- **Standard model Triple clamps to suit USD forks can be fitted. No accessory clamps 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 be fitted.
- **Front** – **Base model USD Forks can be fitted if the motorcycle does not come with USD forks. No aftermarket accessory brand forks allowed.**
- **If forks are already USD standard then they must be OEM per model and year.**
- **Whether the forks are standard OEM or not the following can be updated.** Internals including springs, valving, oil levels and viscosity and external adjusters can be fitted or modified. Cartridges can be fitted.

BRAKES

- **Aftermarket Callipers can be fitted.**
- 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 diameter and material.
- External aftermarket lever adjusters can be fitted.

WHEELS

- Standard OEM fitment for that model and year bike, unless the rear wheel is under 5.5inch standard then a 5.5 inch OEM wheel from the same manufacturer can be fitted
- 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.
- Fixed non oem 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 in colour. Race Numbers must be a contrasting colour and be 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 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.

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 2017 ASC Series or any ARTRP or AUSCO 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 2017 the SuperTwins 700 class can use either treaded or slick tyres.
- 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 2017 will cover all aspects of the tyre rules for each series including control tyres.
- The 2017 series Sup Regs regarding 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.
- Fuel injection metering control devices are allowed with a maximum Australian RRP of \$1,000.
- Plug in piggy back Auto Tune units are allowed
- Race Kit ECU's and wiring harnesses can be used.
- Original wiring harness can be altered.
- Steering damper
- Frame savers
- Lap timing devices are allowed with a GPS function, however they must not be connected to or be able to communicate with any other part or device on the motorcycle or related to the motorcycle. 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.
- 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.
- Petrol tank crash protectors can be fitted, even if they are carbon fibre.
- **Quick Action Throttles can be fitted**

RESTRICTIONS & LIMITATIONS

- 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.
- No Brake light allowed.
- No on board or remote data logging, telemetry, data acquisition or data gathering devices allowed other than approved series timing transmitters, on board camera's and approved auto tune / fuel metering devices.
 - No extra sensors are allowed to be fitted
 - Standard factory fitted sensors are the only sensors allowed to be fitted.

TRACTION CONTROL & LAUNCH CONTROL

- If a motorcycle does not come standard from the manufacturer with traction control then traction control cannot be fitted. (Traction and Launch Control is for this documents purpose deemed to be a traction or Launch control device that is controlled by a non-factory sensor)
- This does not include OEM per model and year parts that can be alter solely by a software update.

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
- Lower Swing Arm mounted Chain Guards.

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, 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 2017 ASC 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 SuperTwins 700 class in 2017 please contact Terry O'Neill, on Ph (02) 4981 2315 or email: admin@aus-superbikes.com.au before a potentially costly mistake is made.

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