



Class –400 Supersport

2017 Eligibility & Technical Rules

Updated 21 March 2017 (changes from the 6th Feb update are in red)

MACHINE ELIGIBILITY:

Kawasaki EX300 Ninja, Ninja 250R. Yamaha YZF R3, KTM 390 Duke, Honda CBR300R.

*Please note this list can be updated during the 2017 season at the discretion of the Series Race Director.

The 400 Supersport class is open to motorcycles up to 400cc that have been homologated by the Series Race Director. Please check with the promoter that your particular make and model of machine is homologated.

NOTE: These rules may be updated without prior notice during the 2017 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: 400 Supersport

ENGINE CAPACITY UPPER LIMITS:

Single Cylinder up to 400cc

Twin Cylinder up to 350cc

Four Cylinder up to 250cc

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

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

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.
- Standard OEM per model and year gearbox ratio's

AIR BOX

- OEM per model and year.
- Air filters can be changed to unmodified aftermarket items but the air filter 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 the 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 and a Australian ADR complied model.
- 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 can be fitted.

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 or aftermarket light weight wheels.

BODYWORK

- 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.

FRONT & REAR NUMBER BOARD OPTIONS:

- Race Number Plates (front) must be a flat (not gloss).
Any colour for the number board is allowed however the numbers must also be matt and not gloss and be contrasting in colour and at least 150 mm in height. An example of contrasting colours: white/black, red/white, orange/black, green/white.
- 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 Fonts can be Princeton, Super Normal, Ariel Rounded Bold, Varsity or other fonts providing the promoter has given written permission. For examples of the fonts please contact the promoter.
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:

Numbers from 1 to 10 are 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 2017 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 for the dry, that must have a speed rating equal to or above the standard OEM fitment tyres and must be homologated by the promoter. There is a maximum recommended retail price (RRP) which will be listed in the Series Sup Regs and Final Instructions.
- Tyre sizes other than standard can be used but must be homologated by the promoter.
- The various ARTRP Promoted Series Sup Regs and Final Instructions that the 400 Supersport class will compete in 2017 will cover all aspects of the tyre rules.
- The 2017 Australasian Superbike Championship Series Supplementary Regulations (Sup Regs) regarding tyres, will if different, override these rules relating to tyres.
- If a race or the race meeting is deemed 'wet' by the Clerk of Course then full wet weather tyres may be used.

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.
- MotoGP style Clutch Lever Guards can be fitted.

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.
- MotoGP Style Front Brake Lever Guards.

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 SUPERSPORT 400 CLASS

The Series Scrutineer at his discretion can require that the ECU be changed with one supplied by the Australian distributor 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 to be run on the series dyno to check engine output, max engine RPM etc. This may well happen multiple times throughout the year.

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 www.formula-xtreme.com.au 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 400 Supersport class in 2017 please contact Terry O'Neill the Series Race Director, on Ph (02) 4981 2315 or email: admin@aus-superbikes.com.au before a potentially costly mistake is made.

WARNING: COPYRIGHT 2017.

All Material in this document, being the 2017 technical and eligibility rules of the 400 Supersport class is the copyright and intellectual property of Formula Xtreme Pty Ltd. All rights reserved.