



## Class – AM-Sport 600

### 2017 Eligibility & Technical Rules

Updated 13<sup>th</sup> February 2017 (changes from the 6<sup>th</sup> Feb update are in red)

#### **MACHINE ELIGIBILITY**

For a machine to be eligible to compete in the 2017 Australasian Superbike Championship Series (ASC) in the AM-Sport 600 class it must be homologated by the Promoter. Please check with the promoter by email to [toneill@aus-superbikes.com.au](mailto:toneill@aus-superbikes.com.au) to find out if your specific make, model and year motorcycle is homologated for the 2017 AM-Sport 600 class. The AM-Sport 600 class is aimed at providing an easy entry level mid-sized sports bike class for B, C and D grade privateers. The promoter, grades all riders who compete in the ASC series prior to their first round each season and reserves the right to grade riders up or down depending on their race history and current lap times. The promoter also reserves the right to determine what a privateer is.

#### **CLASS NAME & DESCRIPTION: AM-Sport 600**

- For homologated 4-stroke Supersport orientated motorcycles with two or more cylinders.

##### **ENGINE CAPACITY & CONFIGURATION:**

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

#### **AM-Sport 600 Formula's**

**F1** – For 2006 to current model eligible motorcycles.

**F2** - For 2005 and prior model eligible motorcycles.

Definition: Model year is not dependant on date on compliance plate rather the stated manufacturer model year.

#### **ENGINE:**

- Internal modifications allowed.
- Engine capacity is limited to the above stated maximum engine capacity per number of cylinders.

#### **CLUTCH**

- Slipper clutches can be fitted.
- OEM or aftermarket heavy duty springs can be fitted
- Aftermarket clutch plates can be fitted.

#### **GEARBOX**

Gear dogs can be undercut.

#### **EXTERNAL GEARING**

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

#### **AIRBOXES**

- 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.
- Aftermarket or Race kit ECU can be fitted.
- The ECU and wiring harness may be changed or modified.
- There is no maximum engine Rev limit.
- Battery must be retained and fully operational including being charged
- An aftermarket manual on/off switch and auxiliary wiring for the fans can be fitted.

#### **EXHAUST**

- Aftermarket exhausts made of any material are allowed
- All exhausts used must meet venue noise restrictions or a maximum of 95 db whichever is the lower.

## **FRAME**

- OEM per model & year.
- Repairs can be made if required but must not compromise the structural integrity of the frame.
- 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 absorbers with ride height adjusters can be fitted.
- **Front** - standard OEM per model and year Forks.
- Internals including springs, valving, oil levels and viscosity and external adjusters can be fitted or modified.
- Cartridges can be fitted.

## **BRAKES**

- Non-OEM or different model Callipers may be fitted.
- Master cylinder may be changed to an aftermarket unit.
- 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**

- OEM standard per model wheels.
- No Carbon Fibre or aftermarket light weight wheels can be fitted unless they are standard OEM for that model motorcycle.
- Fixed wheel spacers are allowed.

## **BODYWORK & NUMBER PLATES**

- OEM shape and profile per model.
- Aftermarket OEM fibreglass replica per model 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 Boards (front and Rear) must be 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.
- 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.
- The recommended number font is; 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 in writing at least one week prior to the race meeting 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**

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

## **TYRES**

- For 2017 the AM-Sport 600 class will be restricted to two sets of either DOT approved treaded tyres with a speed rating at least the same as what was supplied by the manufacturer or Slick marked tyres per each of the two-round events (event = weekend) which must be used for qualifying, warm up sessions and racing, please refer Series Sup Regs for full Details.
- If a race or race meeting is declared wet by the Clerk of Course then 'full wet weather' can be fitted.
- The ARTRP issued or updated Series Supplementary Regulations (Sup Regs) and Final Instructions that the AM-Sport 600 class will compete in 2017 will cover all aspects of the tyre rules for each series.
- 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.
- Plug in piggy back Auto Tune units are allowed
- 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. A
- 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.
- Petrol tank crash protectors can be fitted, even if they are carbon fibre.
- **Quick action throttles**

### **RESTRICTIONS & LIMITATIONS**

- No modifications or alterations allowed that will compromise the structural integrity of the motorcycle.
- Any sharp edges must be covered.
- Head or Brake lights are not allowed to 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, Head and Tail lights.

### **DEFINITIONS & UPDATES** Please Note:

- 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](http://www.fxsuperbikes.com.au) and [www.formula-xtreme.com.au](http://www.formula-xtreme.com.au) 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 2017 please contact Terry O'Neill, on ph (02) 4981 2315 or email: [admin@aus-superbikes.com.au](mailto:admin@aus-superbikes.com.au) before a potentially costly mistake is made.

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