



**2025 MotoAmerica AMA FIM North America
SuperSport Technical Supplemental Regulations
(Next Generation Exception)**





**MOTOAMERICA AMA FIM NORTH AMERICA SUPERSPORT TECHNICAL
SUPPLEMENTAL REGULATIONS
(NEXT GENERATION EXCEPTION)**

These regulations "Regulations") have been printed on 1-1-2025. Successive editions can be printed for supplementing and/or amending. The new editions will be dated and issued to all relevant parties.

**THESE REGULATIONS SUPPLEMENT ALL OTHER AMA AND FIM NORTH AMERICA
ROAD RACE RULE BOOKS FOR THE MOTOAMERICA SUPERSPORT CHAMPIONSHIP
SERIES**

**MOTOAMERICA
18004 Sky Park Circle #110
Irvine, CA 92614
Tel: 714-242-5954
www.motoamerica.com**

**FIM NORTH AMERICA (FIMNA)
c/o American Motorcyclist Association
13515 Yarmouth Drive
Pickerington, Ohio 43147
Tel: 614-856-1900
Fax: 614-856-1924
continental-info@ama-cycle.org**

**AMERICAN MOTORCYCLIST ASSOCIATION (AMA)
13515 Yarmouth Drive
Pickerington, Ohio 43147
Tel: 614-856-1900
Fax: 614-856-1924
roadrace@ama-cycle.org**

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Articles amended as of 1-1-2025 are in bold type

Articles amended after 1-1-2025 are in red type

2025 SuperSport Supplemental Regulations (Next Generation Exception)

These regulations are specific to the 2025 MotoAmerica SuperSport Championship series sanctioned by the American Motorcyclist Association and FIM North America.

These regulations supplement the 2025 MOTOAMERICA AMA ROAD RACING SERIES FIM NORTH AMERICA CHAMPIONSHIP REGULATIONS which can be found at: <https://americanmotorcyclist.com/racing/professional-racing/ama-superbike/road-racing-regulations/>.

The 2025 MotoAmerica AMA FIM North America SuperSport Technical Supplemental Regulations (Next Generation Exception) are in effect for MotoAmerica SuperSport Championship series and only applicable to machines that are NOT competing under Next Generation Regulations. These regulations are only available to competitors for three rounds or less of the MotoAmerica Supersport Championship series.

Questions or concerns should be directed to the following individuals:

Eligibility (Licensing) - Ken Saillant - AMA Track Racing Manager
ksaillant@ama-cycle.org

Sporting Regulations - Ken Saillant - AMA Track Racing Manager
ksaillant@ama-cycle.org

- Niccole Cox - MotoAmerica Director of Operations
ncox@motoamerica.com

Technical Regulations - Tige Daane - MotoAmerica Technical Director
tdaane@motoamerica.com

Registration - Danelle Kingham - MotoAmerica Registration Manager
dkingham@motoamerica.com

The 2025 MotoAmerica AMA FIM North America Daytona 200 will take place in conjunction with other specific MotoAmerica events.

[2025 MotoAmerica AMA FIM North America Daytona Events](#)

2025 Record of Revisions		
1	01/01/2025	<u>SuperSport Technical Regulations (Next Generation Exception):</u> These regulations listed are supplemental to MotoAmerica SuperSport Technical Regulations and are only applicable to machines that are not competing under Next Generation Regulations.

2.5 SUPERSPORT SUPPLEMENTARY TECHNICAL SPECIFICATIONS

The following regulations are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

These technical regulations apply to any competitor that is participating with a machine that does not comply with the SuperSport Next Generation technical regulations. These regulations are only available to competitors for three rounds or less of the MotoAmerica Supersport Championship series.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

Supersport motorcycles require the relevant FIM Phase 2 homologation (see Appendix FIM homologation procedure). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these technical regulations unless they are already equipped as such on the homologated model.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years (see Homologation art 1.4.4), or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear, and the profile of Supersport motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.5.1 **Motorcycle specifications**

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

2.5.2 **Engine configurations and displacement capacities**

The following engine configurations comprise the Supersport class.

Over 400cc up to 636cc	4 stroke	4 cylinders
Over 500cc up to 800cc	4 stroke	3 cylinders
Over 600cc up to 955cc	4 stroke	2 cylinders

The displacement capacity bore and stroke must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

Machines outside of these classifications will be considered upon application by the FIM, DWO and the MotoAmerica Permanent Bureau. They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will be known as Supersport Next Generation Machines. Manufacturers may resubmit currently homologated machines as Supersport Next Generation.

For 2026, all machines must meet the requirements of the Supersport Next Generation regulations.

2.5.3 **Balancing various motorcycle concepts**

a. To equalize the performance of motorcycles used in the Supersport Championship, a system of performance enhancements or restrictions “balancing

factors” may be applied, including but not limited to:

- Concession Parts
 - Torque limited map with Rev Limit
 - Minimum Weight
 - Air restrictor
 - Modifications
- b. The eligible concession parts (and modifications) supersede all the following regulations (Supersport). The range of concession parts are decided by mutual agreement of SBK Commission. These agreed concession parts will be documented in the **FIMNA National MotoAmerica Eligible Parts for Competition List**.
- c. The specification of Supersport Next Generation machines will be agreed between the machine manufacturer and the Technical Director. The specification will be published in the **FIMNA National MotoAmerica Eligible Parts for Competition List**. and will supersede all of the following regulations. The specification will be fixed for the entire season.
- d. Balancing level will be continued between seasons.

2.5.3.1 Balancing Calculation

- a. The DWO algorithm will be used to analyse the performance of the machines relative to one another.
- b. The algorithm may include but not be limited to the following signals:
- Lap time relative to all other competitors
 - Speed traps
 - Number of riders per brand
 - Anticipated individual rider performance
 - Per track
 - Considering preceding rounds
 - Race results
 - Laps led
 - Overall race time
 - Change in balance following any rpm limiter changes
 - Bias towards recent results reflecting current performance
 - Any concession part updates being applied
- c. The balancing factors may be updated at the end of every 3rd event provided at least 3 events remain in the season. The balance will be weighted to the data collected during the previous 6 events. The balancing factors may also be updated at the end of the season.
- d. The primary method of balancing will be torque limited maps updated in increments of +- x %
- e. FIM/DWO/MotoAmerica reserves the right to update the balance at their discretion in the case of an imbalance. The balance criteria are considered a “Statement of Fact”.

2.5.4 Minimum weight

Brand	Bike Weight		Combined Minimum Bike and Rider Weight*
	Hard Minimum	Soft Maximum	
Ducati Panigale V2	166 kg	173 kg	244 kg
Honda CBR600RR	161 kg	173 kg	239 kg
Kawasaki ZX-6R (636)	161 kg	173 kg	242 kg
MV Agusta F3	161 kg	173 kg	239 kg
MV Agusta F3 800	161 kg	173 kg	239 kg
MV Agusta Superveloce	161 kg	173 kg	239 kg
Suzuki GSX-R600	161 kg	173 kg	239 kg
Suzuki GSX-R750	161 kg	173 kg	239 kg
Triumph Daytona 675R	161 kg	173 kg	239 kg
Triumph ST765RS	161 kg	173 kg	239 kg
Yamaha YZF-R6	161 kg	173 kg	239 kg

- a. Combined weight is the weight of the rider (in full racing equipment) and bike, as used on track.
- b. IF the bike has achieved or exceeded the 'Soft Maximum Weight' then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the 'Hard Minimum Weight'.
- c. At any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.
- d. There is no tolerance for the minimum weight of the motorcycle or rider.
- e. During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
- f. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to weight control. In all cases the rider must comply with this request.
- g. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

2.5.5 Numbers and number plates

- a. Numbers must be easily legible, in a clear simple font and contrast strongly with the background color. The background color must be white.
- b. The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:
 - i. Once on the front, either in the center of the fairing or slightly off to one side. The number must be centered on the white background with no advertising within 25 mm in all directions.
 - ii. Once on each side of the lower rear portion of the lower fairing. The number must

be centered on the white background. Any change to this position must be pre-approved a minimum of two (2) weeks before the first race by the Technical Director.

- iii. The numbers must use the fonts as detailed in Section 2.15. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the Technical Director a minimum of two (2) weeks before the first race. All digits must be of standard form.
- iv. Any outlines must be of a contrasting color and the maximum width of the outline is three (3) mm. The background color must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
- v. Numbers cannot overlap.
- vi. The sizes for all the front numbers are:

Minimum height:	140 mm
Minimum width:	80 mm
Minimum stroke:	25 mm
Minimum space between numbers:	10 mm
- vii. The sizes for all the side numbers are:

Minimum height:	120 mm
Minimum width:	70 mm
Minimum stroke:	20 mm
Minimum space between numbers:	10 mm

2.5.6 Fuel

- a. The designated fuel is VP Racing Fuels MGP-R. (Refer to Article 2.11 for additional details.)

2.5.7 Tires

- a. The maximum number of tires, of any type, available to each rider during the event will be specified in Article 2.3.8.1.
- b. **A maximum of twelve (12) tires per rider can be mounted at any time.**
- c. For both Supersport races only, wet tires will not need to be marked with a tire sticker. They will not be considered in the total number of tires available for use; however, normal allocation limits still apply.
- d. During free practices, qualifying practices, warm-up sessions and races, front and rear tires are required to be marked with tire stickers.
- e. See article 2.3.8

2.5.8 Engine

- a. There is no limit to the number of engines that may be used. If the Technical Director wishes to inspect an engine at the current or future rounds, then the engine may be sealed for future inspection. If the engine is not presented when arranged then all points that were earned by this engine will be removed from the rider, team and manufacturer standings. See Art. 2.3.9 for Sealing and Usage Details
- b. Engines may be chosen and impounded for Dyno testing (during events, between events or after the season) on track or at an approved balancing facility for comparison to the reference engine (see homologation). One team representative may attend the test.

2.5.8.1 Fuel injection system

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

- a. The original homologated fuel injection system must be used without any modification.
- b. The fuel injectors must be stock and unaltered from the original specification and manufacture.
- c. Air funnels (including their fixing points) may be altered or replaced. (See eligibility list)
- d. Butterfly valves cannot be changed or modified.
- e. All parts of the variable intake tract device must remain exactly as homologated. Variable intake tract devices cannot be added if they are not present on the homologated motorcycle.
- f. Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.
- g. Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.
- h. Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

2.5.8.2 Cylinder head

- a. Cylinder head must be the originally fitted and homologated part. The following modifications are allowed: **For Yamaha R6 see FIMNA National MotoAmerica Eligible Parts for Competition List for allowed modifications to cylinder head.**
 - i. Surface grinding of the cylinder head surface on the head gasket side
 - ii. Polishing of the combustion chamber
 - iii. Original valve seats must be used, but modifications are permitted to the shape in the valve contact area, but not to the internal diameter of the main seal material.
 - iv. **Porting and polishing of the cylinder head, which is normally associated with individual tuning, such as gas flowing of the cylinder head, including the combustion chamber, is allowed. Epoxy may be used to shape the ports. (Excludes Kawasaki ZX-6R (636).**
 - v. Rocker arms (if any) must remain as homologated.
 - vi. The valves must remain as originally equipped and homologated. **See FIMNA National MotoAmerica Eligible Parts for Competition List for approved homologated valves.**
 - vii. The shim buckets / tappets must remain as originally equipped and homologated.
 - viii. Valve springs may be altered or replaced.
 - ix. Valve spring retainers may be replaced or modified, but their weight must be the same as, or higher than the original retainers.
- b. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.
- c. Compression ratio is free, but the combustion chamber may be modified only by taking material off.

- d. The throttle body intake insulators may be modified to match the inlet port shape.
- e. It is forbidden to add any material to the cylinder head unless as described above.

2.5.8.3 Camshaft

- a. Only the originally homologated or the championship eligible concession camshafts from the **FIMNA National MotoAmerica Eligible Parts for Competition List** may be used.
- b. Camshafts may be altered or replaced from those fitted on the homologated motorcycle.
- c. The method of drive must remain as homologated.
- d. The camshafts must be available the concession parts supplier 30 days before start of 2025 season opener. The price limit is €1000 per camshaft in an inline 3- or 4-cylinder engine and €650 per camshaft in a V engine.

2.5.8.4 Cam sprockets or cam gears

- a. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of the camshafts.
- b. The cam chain or cam belt tensioning device(s) can be modified or changed.

2.5.8.5 Cylinders

- a. Cylinders must be the originally fitted and homologated parts with only the following modification allowed:
 - i. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.
- b. The surface finish of the cylinder bore must remain as homologated.

2.5.8.6 Pistons

- a. Pistons must be the originally fitted and homologated parts with no modification allowed.
- b. Polishing and lightening is not allowed.

2.5.8.7 Piston rings

- a. Piston rings must be the originally fitted and homologated parts with no modification allowed.
- b. All piston rings must be fitted.

2.5.8.8 Piston pins and clips

- a. Piston pins and clips must be the originally fitted and homologated parts with no modification allowed.

2.5.8.9 Connecting rods

- a. The connecting rod assembly must be the originally fitted and homologated parts with no modification allowed.

2.5.8.10 Crankshaft

- a. Crankshafts must be the originally fitted and homologated parts with no modification allowed.
- b. Polishing and lightening is not allowed.
- c. Modifications of the flywheels are not allowed.

2.5.8.11 Crankcase / Gearbox housing

- a. Crankcases must be the originally fitted and homologated parts with no modification allowed.
- b. It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle, then it may be used only as homologated.
- c. One threaded area may be altered or created to allow for oil pressure/temperature measurement. The sensor must be positioned so it cannot sustain impact in the case of a crash.

2.5.8.11.1 Lateral covers and protection

- a. Lateral (side) covers may be altered, modified, or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of the same or higher specific weight and the total weight of the cover must not be less than the original one.
- b. Titanium bolts may be used to fasten lateral covers.
- c. Oil containing engine covers cannot be secured with aluminum bolts.
- d. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel, or titanium. Composite covers are not permitted.
 - i. The secondary cover must cover a minimum of 1/3 of the original cover. It must not have sharp edges that could damage the track surface.
 - ii. Plates or crash bars from aluminum or steel are permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
 - iii. Covers from the **FIMNA National MotoAmerica Eligible Parts for Competition List** will be permitted without regard to the material or dimensions.
 - iv. Covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.
 - v. Oil containing engine covers cannot be secured with aluminum bolts.
 - vi. The Technical Director has the right to refuse any cover not satisfying this safety purpose.

2.5.8.12 Transmission / Gearbox

- a. Stock transmission shafts and gear set must be the originally fitted and homologated part. Shimming is allowed.
- b. Quick-shift systems are allowed (including wire and potentiometer).
- c. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- d. The sprocket cover may be modified or eliminated.
- e. If it is not incorporated in the rear fender, the chain guard may be removed.
- f. Undercutting and re-shimming are allowed.
- g. The positive neutral selector mechanism may be removed.
- h. Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed.
- i. Polishing, surface treatment, and heat treatment of all gearbox components is

allowed.

2.5.8.13 Clutch

- a. Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
- b. Friction and drive discs may be changed.
- c. Clutch springs may be changed.
- d. The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.
- e. The original clutch inner assembly may be modified or replaced by an aftermarket clutch, including back torque limiting capabilities (slipper type).
- f. No power source (i.e. hydraulic or electric) can be used for clutch operation if not installed in the homologated model for road use. Human power is excluded from the ban.

2.5.8.14 Oil pumps and oil lines

- a. The originally fitted and homologated oil pump may be modified but the oil pump housing, mounting points and oil feed points must remain as original.
- b. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or treaded connectors. (Including SuperSport Next Generation)

2.5.8.15 Cooling System

- a. The only liquid engine coolant permitted is water.
- b. The water pump must remain as homologated.
- c. The radiator may be changed with an aftermarket radiator, or an additional radiator may be added provided that it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.
- d. Modifications to the homologated oil-cooler are allowed only if they do not require any modifications to the main frame or to the fairings' outer appearance. A heat exchanger (oil/water) may be replaced with an oil-cooler.
- e. The cooling system hoses and catch tanks may be changed.
- f. Radiator fan and wiring may be changed, modified or removed.
- g. Additional oil coolers are not allowed.
- h. The oil cooler must not be mounted on or above the rear fender.

2.5.8.16 Air box

- a. The air box must be the originally fitted and homologated part with no modification allowed.
- b. The air filter element may be removed or replaced but if fitted must be mounted in the original position.
- c. The air box drains must be sealed.
- d. All motorcycles must have a closed breather system. All oil breather lines must be connected (may pass through an oil catch tank) and discharge in the air box.
- e. No heat protection may be attached to the air box (i.e. foil heat tape)

2.5.8.17 Fuel Supply

- a. Fuel pumps and fuel pressure regulators must be the originally fitted and homologated parts with no modification allowed.

- b. The fuel pressure must be as homologated.
- c. Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.
- d. Fuel level sensors may be removed or in a fixed position.
- e. Quick connectors or dry break connectors may be used.
- f. Fuel vent lines may be replaced.
- g. Fuel filters may be added.

2.5.8.18 Exhaust system

- a. Exhaust pipes and silencers may be altered or replaced from those fitted on the homologated motorcycle. Catalytic converters must be removed.
- b. The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.
- c. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
- d. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
- e. The noise limit for Supersport will be 107 dB/A (with a three (3) dB/A tolerance after the race only). The test will be carried out according to the details noted in article 2.14.
- f. Supersport Next Generation machines will have limitations on the exhaust specification defined at the time of the balance test and specified in the **FIMNA National MotoAmerica Eligible Parts for Competition List**. If an exhaust system manufacturer wishes to make eligible a system that does not match the Manufacturers defined specification (or point b) then they may pay to have the (Phase 2) balancing test performed with their system. Once approved the system and its map ID will be added the **See FIMNA National MotoAmerica Eligible Parts for Competition List**.

2.5.9 Electrics and electronics

2.5.9.1 Ignition/ Engine Control System

- a. The engine control system (ECU) must be either:
 - i. National series current kit or OEM electronics (See art 2.5.9.2)

2.5.9.2 If using a kit or OEM system:

- a. The system may have FIM/DWO/MotoAmerica approved external ignition and/or injection module(s) added.
- b. The total combined retail price (software and tuning tools included) on sale to the general public cannot be higher than €2500 (tax excluded).
- c. Central unit (ECU) may be relocated.
- d. Optional equipment sold by the motorcycle manufacturer for the homologated model is considered not homologated with the bike and must follow the requirements for approved electronics/data loggers.
- e. During an event, the Technical Director has the right to ask a team to substitute their ECU or external module with the sample received from the manufacturer. The change must be done before Sunday warm-up.
- f. No extra sensors may be added for control strategies except shift rod sensors, wheel speed sensors and lambda sensors. Wheel speed sensors must be included

- in the kit ECU and harness package if required.
- g. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below.
 - h. The characteristics of approved data logging systems must be the following:
 - i. Maximum retail price of the unit (hardware + software, excluding sensors and wiring harness) cannot exceed €3000 (VAT excluded) if it is a standalone unit.
 - ii. The data logger unit must be available for sale to the public and on the **FIMNA National MotoAmerica Eligible Parts for Competition List** of FIM/DWO/MotoAmerica approved data loggers.
 - iii. A maximum of seven (7) simultaneously working sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle.
 - iv. The sensors must be simple function.
 - v. Approved data loggers with internal inertial platforms (IMU or gyros) may be used for data collection but may not be used for control strategy. Also see 2.5.9.1/i./vii.
 - vi. The type of sensor is free.
 - vii. Communication from the ECU to an approved data logger (logger can receive data only; no data transmission is allowed) is allowed without any limitation in CAN channel logger number.
 - i. The maximum total price of other active/control/calculation units such as lambda driver modules, quick shifter, analogue to CAN, air bleed control and traction control units is €750. These devices must be approved by FIM/DWO/MotoAmerica.
 - j. The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed, and considered in the seven (7) sensors.
 - k. The addition of a GPS unit for lap timing/scoring purposes is allowed and considered in the seven (7) sensors.
 - l. Telemetry is not allowed.
 - m. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running, or the bike is moving.
 - n. Harness:
 - i. The main wiring harness may be replaced by the kit wire harness as supplied for the kit ECU model that is produced and/or approved by the manufacturer of the motorcycle and by FIM/DWO/MotoAmerica. The kit wiring harness may incorporate the data logging harness.
 - ii. A kit harness that incorporates the data logging harness may only accommodate seven (7) additional sensors.
 - iii. A sample of the kit wiring harness may be requested by FIM/MotoAmerica.
 - iv. The key/ignition lock may be relocated, replaced or removed.
 - v. Cutting of the original main wiring harness is allowed.
 - o. Data logger harness:
 - i. The data logger wire harness cannot include any other sensors except for the seven (7) sensors that are allowed. The only function of the approved data logger wire harness is to connect the seven (7) sensors to the data logger, to transmit the data and supply the power.

- p. For the Superstock kit to be approved, samples of the ECU kits, kit harnesses and external modules with their tuning tools must be sent by the manufacturers to the MotoAmerica Technical Director with technical data and selling price.
- q. For the ignition and/or injection module, quick shifter or stand-alone data logger to be approved, samples must be sent by the manufacturer of the device to the MotoAmerica Technical Director with technical data and selling price.
- r. The original speedometer and tachometer may be altered or replaced (see also 2.5.11).
- s. Electric cables, connectors, battery, and switches are free.
- t. Spark plugs, plug caps, coils and wires may be replaced.

2.5.9.3 Generator, alternator, electric starter

- a. The generator (ACG) must remain as homologated. No modifications are allowed.
- b. The stator must be fitted in its original position and without offsetting.
- c. The electric starter must operate normally and always be able to start the engine during the event.
- d. During parc fermé, the starter must crank the engine at a suitable speed for starting for a minimum of two (2) seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

2.5.10 Main frame and spare motorcycle

- a. During the entire duration of the event each rider may only use one (1) complete motorcycle, as presented for technical control, with the frame clearly identified with a seal.
- b. In case the frame or motorcycle needs to be replaced, the rider or the team must request the use of a spare frame or motorcycle to the Technical Director. The participants recognize the need for Technical Director to make decisions that require judgment and the exercise of discretion. The decision of the Technical Director is final.
- c. One (1) spare complete motorcycle is allowed per rider. The spare motorcycle may only be used once your original frame or motorcycle has been deemed unusable by the Technical Director. (For example, you may not go to your spare motorcycle for a complete engine failure unless there are extenuating circumstances, and it is approved by the Technical Director.)
- d. The spare motorcycle will not be allowed in the pit box before the rider, or the team has received authorization from the Technical Director.
- e. The motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.
- f. A team may opt to have one (1) spare machine shared by two or more riders.

Explanation of Procedures

Only one (1) complete motorcycle may be presented for the preliminary technical checks, and it will be the only motorcycle allowed on the track and in the front of pit box during the practices, qualifying, and races.

The frame of this motorcycle will be officially sealed by the Technical Director or by his appointed staff. The seal will bear a serial number, which will be recorded. Any attempt made to remove the seal will damage it irreparably.

At any time during the event the technical stewards, under the direction of the Technical Director, may check the seal and verify that it conforms to the motorcycle and rider it was assigned to. For cross reference, every frame must have a unique number (VIN) punched

on the steering-head.

If the primary or active motorcycle is damaged in a crash/incident or is declared unrepairable for other reasons (safely and in the available time) by the Technical Director or his appointed staff, then the seal on the damaged motorcycle will be destroyed by the technical staff and the chassis of this motorcycle must not be used for the remainder of the event. The new serial number will be recorded by the Technical Director.

The frame or motorcycle can be any spare available not necessarily provided by the same team.

The spare motorcycle must be of the same manufacturer and same displacement, changes to manufacturer or displacement may be allowed at the discretion of race direction and may be accompanied by grid position penalties.

During an event, minor adjustments may be made to the spare motorcycle, the intent being to allow teams to maintain parity with the primary bike.

In the event the spare motorcycle is used in competition, the primary machine is taken out of competition. At that time, the damaged machine must be kept out of view.

The spare machine can only be used in the next session in which the incident occurred rendering the primary bike not able to be used. In a race situation the first opportunity to use the spare machine is the next session or race. A race will be deemed to have begun when the rider exits pit lane for the sighting laps. All restarts, including those three laps or less, are considered a continuation of the original race for determining spare machine eligibility.

The team may rebuild the original primary machine, however only in the case of TOTAL PROVEN WRECKAGE with the spare bike can an application be made to utilize the original machine. The decision of the Technical Director regarding this is final.

The damaged frame may be impounded by the Technical Director for later examination.

2.5.10.1 Frame body and rear sub-frame

- a. The frame must be the originally fitted and homologated part with no modification allowed.
- b. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- c. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
- d. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm) or pressed into the ends of the wheel axles (max. length: 30mm).
- e. Nothing else may be added or removed from the frame body.
- f. All motorcycles must display a **unique** vehicle identification number punched on the frame body (a proper "legal VIN" or a unique designation by the team, which the Technical Director may choose to append). No detachable plates are permitted.
- g. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- h. Front subframes / fairing mounts may be changed or altered; the material is free.
- i. Rear sub frames may be changed or altered. The material must be metal. No composites are allowed.
- j. Additional seat brackets may be added; non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.

- k. The paint scheme is not restricted, but polishing the frame body or sub-frame is not allowed.

Steering Stem Position:

- l. **Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert may protrude axially more than 1.5 mm outside the original steering head. The bearing position may be moved a maximum of 4mm forward and aft in the plane of the original bearing.**

m. These parts must be on the FIMNA National MotoAmerica Eligible Parts for Competition List and freely available with a price limit of €180 / pair.

Swingarm Pivot Position:

- n. **If the original chassis includes adjustable/replaceable inserts for the swingarm pivot position, then they may be replaced. The swingarm pivot position may be moved a maximum of 3mm.**
- o. **If the original chassis does not include adjustable/replaceable inserts, then the swingarm pivot (axle) may be replaced to allow offset bushings in both the frame and to support the swingarm pivot bearings. The pivot axis may be moved a maximum of 3mm radially from the homologated position.**
- p. **A modification may be made to the frame to locate or lock the pivot axle ONLY with prior written approval of the Technical Director following application including drawings and full details of the modification.**
- q. **These parts (as complete kits) must be on the FIMNA National MotoAmerica Eligible Parts for Competition List and freely available with a price limit of €600 / set.**

2.5.10.2 Suspension - General

- a. Participants in the Supersport class must only use units from the **FIMNA National MotoAmerica Eligible Parts for Competition List** The price limits are:
 - i. Fork: For the fork kit, including all parts such as but not limited to cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting, the price limit is €2450 excluding tax.
 - ii. Shock Absorber/RCU: For the complete shock absorber / RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster, the price limit is €2000 excluding tax.
- b. The eligible products from the suspension manufacturers must be available to all participants at least one (1) month before the first round of the MotoAmerica Superbike season and remain available all season. The products must be available within six (6) weeks of a confirmed order.
- c. Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/ teams/ participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/customers.
- d. Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the suspension manufacturer and available to all teams/riders.
- e. The suspension manufacturers are allowed to offer service contracts when the team is using the eligible suspension products. The suspension manufacturers cannot demand a service contract for a customer or participant in order to obtain a suspension product.
 - i. No aftermarket or prototype electronically controlled suspensions may be used. Electronically controlled suspension may only be used if already present on the

- production model of the homologated motorcycle.
- ii. The electronically controlled valves must remain as homologated. The shims, spacers and fork/shock springs not connected with these valves can be changed.
 - iii. The ECU for the electronic suspension must remain as homologated and cannot receive any motorcycle track position or sector information; the suspension cannot be adjusted relative to track position.
 - iv. The electronic interface between the rider and the suspension must remain as on the homologated motorcycle. It is allowed to remove or disable this rider interface.
 - v. The original suspension system must work safely in the event of an electronic failure.
 - vi. Electro-magnetic fluid systems which change the viscosity of the suspension fluid(s) during operation are not permitted.
- f. Electronic controlled steering dampers cannot be used if not installed on the homologated model for road use. If equipped, it must be completely standard (any mechanical or electronic part must remain as homologated).

2.5.10.3 Front suspension

- a. Forks must be the originally fitted and homologated parts with the following modifications allowed:
- b. Original internal parts of the homologated forks may be modified or changed.
- c. **After-market damper kits or valves may be installed, as listed in the FIMNA National MotoAmerica Eligible Parts for Competition List.**
- d. Fork springs may be modified or replaced.
- e. Fork caps may be modified or replaced to allow external adjustment.
- f. Dust seals may be modified, changed or removed if the fork is totally oil- sealed.
- g. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
- h. **The front fender mounts integrated in the fork lower may be modified or replaced.**
- i. **Fittings for suspension stroke sensors (potentiometers) may be attached**
- j. **The axle bore in the fork lower cannot be modified. The front axle nut/sleeve may be added or modified and/or made captive.**
- k. **The triple clamp assembly (Upper clamp, lower clamp and stem) may be replaced. The parts may be manufactured by the team but must be listed on the FIMNA National MotoAmerica Eligible Parts for Competition List at least two (2) weeks before their first use during official sessions and be freely available for other teams to purchase (and supplied within four (4) weeks of a paid order). The registration of the parts must include dimensioned drawings and photographs to allow easy identification. The price limit for the complete assembly is €1250.**
- l. A steering damper may be added or replaced with an aftermarket damper.
- m. The steering damper cannot act as a steering lock limiting device.

2.5.10.4 Swing arm (rear fork)

- a. The rear fork must be the originally fitted and homologated part with no modification allowed except the following:

- b. Rear axle chain adjuster may be modified or changed. The wheel axle nut may be replaced and/or made.
- c. A rear axle chain adjuster slot may be enlarged to allow the brake caliper mounting to become captive
- d. A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
- e. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing arm.
- f. An anchorage system or point(s) to keep the original brake calipers in place may be added to the rear swing arm.
- g. The sides of the swing arm may be protected by a thin vinyl cover only; no composite or structural covers are allowed.
- h. Wheel support rails/guides may be added to permit quick wheel changes.

2.5.10.5 Rear suspension unit

- a. The rear suspension unit (shock absorber) may be replaced with a unit from the **FIMNA National MotoAmerica Eligible Parts for Competition List** (see 2.5.10.2b).
- b. The original attachment points to the frame and rear fork (or linkage) must be as homologated.
- c. **The rear suspension linkage assembly (all parts, including bearings) may be replaced. The parts may be manufactured by the team but must be listed on the FIMNA National MotoAmerica Eligible Parts for Competition List at least two (2) weeks before their first use during official sessions and be freely available for other teams to purchase (and supplied within four (4) weeks of a paid order). The registration of the parts must include dimensioned drawings and photographs to allow easy identification. A maximum of two (2) types of linkages per supplier are allowed. The price limit for the complete assembly is €600.**
- d. Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount, and shim spacers may be fitted behind it.

2.5.10.6 Wheels

- a. Wheels must be the originally fitted and homologated parts with no modification allowed.
- b. The wheels may be overpainted, but the original finish cannot be removed.
- c. A non-slip coating / treatment may be applied to the bead area of the rim.
- d. If the original design included a cushion drive for the rear wheel, it must be the originally fitted and homologated parts with no modification allowed.
- e. Wheel axles may be modified or replaced but must be of the same material as the originally homologated part.
- f. Wheel spacers can be modified or replaced.
- g. Bearing spacers are free.
- h. Wheel balance weights may be discarded, changed, or added.
- i. Aluminum or steel inflation valves are compulsory.

- j. The only allowed rim sizes are:

Wheels Size	
Front	3.5"
Rear	5.5"

In the case the machine is not fitted with the aforementioned sizes, a single alternative wheel will be agreed between the manufacturer and the Superbike Technical Director. It should be an OEM type production wheel. The inertia must be within 10% of the originally fitted wheel. The inertia must be within the range of homologated wheels in the other machines.

2.5.10.7 Brakes

- a. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original caliper and mounting. The maximum outside diameter is 320 mm. However, the offset, wheel mounting and the ventilation system must remain the same as on the homologated motorcycle. **Internally ventilated discs are not allowed if not present on the homologated motorcycle.**
- b. **The maximum thickness of the brake disc is 6mm.**
- c. Only steel (max. carbon content 2.1 wt. %) is allowed for brake discs.
- d. Front brake calipers, as well as all the mounting points and mounting hardware (mount, carrier, hanger), must be the originally fitted and homologated parts with no modification allowed (see art. 2.5.10.3). Spacers may be fitted between the caliper and fork lower to fit larger diameter disks.
- e. Rear brake calipers must be the originally fitted and homologated parts with no modifications allowed. **The mounting points must remain as homologated, but the mounting hardware (mount, carrier, hanger) may have the axle bore sleeved to capture the brake caliper assembly to the swingarm to permit quick wheel changes.**
- f. **The rear brake caliper carrier/hanger may be replaced, and the caliper's position may be moved. The caliper's underslung position is allowed.**
- g. To reduce the transfer of heat to the hydraulic fluid, it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.
- h. The front brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a unit from the **FIMNA National MotoAmerica Eligible Parts for Competition List**. The retail price limit for the front master cylinder (including the lever) is €450. The brake lever design is free.
- i. The rear brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a unit from the **FIMNA National MotoAmerica Eligible Parts for Competition List**. The retail price limits are:
 - i. Thumb brake (including lever and mounts) €450
 - ii. Hand brake €450
 - iii. Foot operated master €300

The use of thumb or hand brakes is allowed in addition to or instead of the foot-operated system. To facilitate this, an adaptor may be fitted to the reservoir input of the OEM master cylinder.

- j. Front and rear hydraulic brake lines may be changed. The brake fluid reservoir

may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake calipers must be made above the lower edge of the fork bridge (lower triple clamp). Brake line hose fittings (including banjo bolts) can only be steel or titanium.

- k. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- l. Additional air ducts are not allowed.
- m. The anti-lock brake system (ABS) must be removed.
- n. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Guards from the **FIMNA National MotoAmerica Eligible Parts for Competition List** will be permitted without regard to the material. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

2.5.10.8 Handlebars and hand controls

- a. Handlebars may be replaced.
- b. Handlebars and hand controls may be replaced and relocated.
- c. Throttle controls must be self-closing when not held by the hand.
- d. **Only the originally fitted (Drive-by-wire) grip sensor or an optional grip sensor listed in the FIMNA National MotoAmerica Eligible Parts for Competition List may be used.**
- e. The clutch assembly and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
- f. Switches may be changed, but the electric starter and engine stop switches must be located on the handlebars.
- g. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that can stop a running engine. The button or switch must be red.

2.5.10.9 Footrest and foot controls

- a. The footrests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- b. The foot controls, gear shift and rear brake must remain operated manually by foot.
- c. Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- d. The end of the footrest must have at least an eight (8) mm solid spherical radius.
- e. Non-folding footrests must have an end (plug) which is permanently fixed, made of aluminum, plastic, Teflon® or an equivalent type of material (minimum radius 8 mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

2.5.10.10 Fuel tank

- a. Fuel tanks must be the originally fitted and homologated parts with no modification allowed.
- b. All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. "Explosafe®").
- c. Fuel tanks with tank breather pipes must be fitted with non-return valves that

discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

- d. Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.
- e. If the tank has a filler 'neck' (tube) inside the tank that restricts its complete filling, then the neck may be removed or have vent holes drilled through it.
- f. **Fuel tank drains may be added.**
- g. A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
- h. The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
- i. The sides and rear of the fuel tank may be protected with a cover made of a composite material. These covers must follow the shape of the fuel tank exactly.
- j. The fuel tank may have a heat reflective sheet attached to its bottom surface.

2.5.10.11 Fairing / Bodywork

- a. Fairing, mudguards, and body work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon fiber or Kevlar® materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.
- b. All bodywork paint and decal designs are free.
- c. The fairing has a tolerance of +/-10mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +10mm maximum. The decision of the Technical Director is final.
- d. The windscreen may be replaced.
- e. Fairing brackets may be altered or replaced.
- f. The ram-air intake must maintain the originally homologated shape and dimensions.
- g. **Original air ducts running between the fairing to the air box may be altered or replaced.**
- h. Particle grills or "wire meshes" originally installed in the openings for the air ducts may be removed. Flap valve systems may be removed. Air ducts cannot be added if they are not present on the original machine.
- i. The lower fairing must be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine if they are not present on the original machine. (min. 5 liters). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- j. The lower fairing must incorporate one (1) hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the race director.
- k. Minimal changes are allowed in the fairing to allow clearance for protective engine covers.
- l. Motorcycles may be equipped with a radiator shroud to improve the air stream towards the radiator, but the appearance of the front, the rear and the profile of the

- motorcycle must not be changed.
- m. Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Front mudguards may be replaced, and the use of carbon fiber or Kevlar® composites are allowed.
 - n. Front mudguard may be spaced upward for increased tire clearance.
 - i. The front portion of the front fender may be trimmed for quick change applications.
 - o. Rear hugger type mudguards fixed on the swing-arm may be replaced with a cosmetic duplicate of the original part. The use of carbon fiber or Kevlar® composites are allowed.
 - p. The chain guard may be removed if it is not incorporated in the rear hugger. If the chain guard is incorporated in the hugger, then the chain guard section may be removed or modified to accommodate larger diameter rear sprockets.
 - q. The chain guard may be removed if it is not incorporated in the rear fender.
 - r. The existing rear mudguard under the seat may be removed.
 - s. The exact appearance, shape, size, and location of the front headlights of the homologated motorcycle must be respected and should be obtained by applying a plastic or metallic film on the front of the motorcycle.

2.5.10.12 Seat

- a. The seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated motorcycles.
- b. The top portion of the rear body work around the seat may be modified to a solo seat.
- c. Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10 mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- d. The appearance from the front, rear and profile must conform in principle to the homologated shape.
- e. The same material as fairing must be used (article 2.5.10.11.a).
- f. All exposed edges must be rounded.

2.5.10.13 Rear safety light

All motorcycles must have a functioning red light mounted at the rear of the machine. See 2.3.4h.

2.5.10.14 Fasteners

- a. Standard fasteners may be replaced with fasteners of any material and design.
- b. Aluminum fasteners may only be used in non-structural locations.
- c. Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- d. Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- e. Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
- f. Threads repairs may be made using inserts of different materials such as Helicoils

and Timeserts.

g. Fairing/bodywork fasteners may be changed to the quick disconnect type.

2.5.11 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

- a. Any type of lubrication, brake, or suspension fluid
- b. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used
- c. Gaskets, seals, and gasket materials (**head and cylinder base gaskets may NOT be replaced unless noted in the FIMNA National MotoAmerica Eligible Parts for Competition List**)

2.5.12 The following items MAY BE removed.

- a. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices)
- b. Speedometer and related wheel spacers
- c. Bolt on accessories on a rear sub frame

2.5.13 The following items MUST BE removed.

- a. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- b. Rear-view mirrors
- c. Horn
- d. License plate bracket
- e. Toolbox
- f. Helmet hooks and luggage carrier hooks
- g. Passenger footrests
- h. Passenger grab rails
- i. Safety bars, center and side stands must be removed (fixed brackets must remain)
- j. Catalytic converters.
- k. Rear mudguards affixed to the seat unit.