

APPENDIX K – GIXXER Cup 150 Regulations (Road)

This class allows a single make competition supported by Suzuki NZ Ltd., for standard GSXR150 machines with minimum levels of modification required for safety purposes.

This class has restricted rider entry age between 14 and 21 years old as of January 1st for that competition year.

Riders must not have been placed in the top 5 finishing positions in any national championship road race (other than the GIXXER 150 class) prior to the start of the current National Championship.

The appearance from both front, rear and the profile of GIXXER CUP 150 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

All parts and functions must remain as per Original Equipment Manufacturer (OEM) specifications unless stated otherwise.

1.0 Specification

- 1.1 The model code for eligibility in the GIXXER cup is GSX150FDZAL7.
A list of VIN numbers and engine number will be supplied to MNZ by Suzuki New Zealand Limited for qualifying units.
- 1.2 Control Tyres for GIXXER are:
110/70-17R AL-14HF DUNLOP FRONT
140/60-17R AL-14H DUNLOP REAR
- 1.3 Valve clearance must be within the OEM specification.
- 1.4 Only Suzuki genuine parts manufactured for the GSX150FDZAL7 can be used to make repairs to the motorcycle. Exceptions will be the drive chain, tyres, oils and other items listed in the following rules.
- 1.5 Fuel specification as per 10.21a
- 1.6 Carburettor re-jetting is allowed.
- 1.7 Steel or aluminium spacers may be used to increase spring pre-load in the front or rear suspension. These must have no other functionality other than to space the spring.
- 1.8 Minimum weight of motorcycle and fully equipped rider combined 183kg. Ballast weight is to be bolted to the centre stand mounts.
- 1.9 Number placement and size to be as per 10.2a.
The numbers will be allocated by Suzuki NZ Ltd starting with the number 11.

- 1.10 Full exhaust system replacement with aftermarket or other components is allowed.
- 1.11 A fluid catch bottle must be fitted to collect any fluid overflow. Radiator, fuel and crankcase overflow pipes must discharge into the fluid catch bottle.
- 1.12 The side stand bracket must be removed. Care must be taken to not damage the frame rail during the removal process. The approved method is to use a steel cut off blade on an angle grinder.
- 2.0 The following parts must be removed:
- Indicators
 - Rear indicator/number plate bracket
 - Mirrors and reflectors
 - Standard tyres
 - Kick start lever only, not internal parts
 - Rear pillion pegs and L/H pillion foot peg bracket
 - Headlight
 - Side Stand
 - Centre Stand
- 3.0 A chain guard or shark fin made of suitable material **MUST** be fitted in such a way to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel. The leading edge of this guard must be a minimum thickness of 3 mm and have a rounded edge to avoid this causing any injury in the event of a fall. Machines where swingarm shape or positioning prevents fitment are exempted (for example Yamaha R1).
- 4.0 All exposed lateral engine cases containing water or oil must be guarded from contact with the road surface in the event of a crash. The guard may be of a second cover made from suitable materials such as Carbon/Kevlar or suitable plastics or with heavy duty end cases or crash bars made from aluminium, steel or nylon. A frame mounted crash knob or a similar effective protector can be fitted as an alternative. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- 5.0 For machines homologated with lower fairing, must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold engine oil and coolant with a capacity of not less than, four strokes =3.5 litres or two strokes =2.5 litres with no less than 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions.