## SUPERSPORT REGULATIONS

This class allows for New Zealand distributors of Supersport machinery an opportunity to showcase their machines in a competitive environment, with some freedom for machine set up but within the confines of rules to suit New Zealand market conditions.

As the name Supersport implies, the machines used are allowed limited modifications.
Discipline Specifications –

Supersport motorcycles require an MNZ homologation.

The appearance from both front, rear and the side profile of Supersport 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 OEM specifications unless stated otherwise!

1 Supersport engine capacity:
501cc – 600cc 4-stroke 4 cylinders maximum
601cc – 675cc 4-stroke 3 cylinders maximum (including 750V twins)

Number Plate Colours and placement:
Refer to rule 10.2.3

Fuel:
Refer to rule 10.17.2

2 Supersport:

2.1 Subject to the required and permitted alterations set out below, Supersport machines must:
- a) Be fitted with V.I.N compliance plates for the particular machine
- b) Be of a make and model lawfully sold in New Zealand
- c) Be as constructed by the manufacturer

2.2 At least 10 production machines of that make and model must have been imported into New Zealand, by the manufacturer or the New Zealand distributor representing the manufacturer.

3.1 Tyres:
- a) Be commercially available in New Zealand
- b) Be manufactured for road use in all weather conditions
- c) Be not less than the machine manufacturer's recommended speed and load rating
- d) Be worn no more than to the minimum tread depth indicators
- e) Not be manufactured for only competition use
- f) Not have an augmented or modified tread pattern
- g) The use of tyre warmers is permitted

3.2 When a race or practice has been declared "wet", the use of a wet tyre is allowed.

4 The following must be removed:
- a) Headlamp
- b) Tail lamp
- c) Reflectors
- d) Horns
- e) Traffic indicators
- f) Mirrors
- g) Centre and side stands
- h) Registration plate / bracket and label holder

5 Any sharp edges left by the removal of these components must be protected by a rolled edge or beading of minimum 3mm diameter.

6 Engine and gearbox breathing hoses and tubes must exhaust into the airbox to the rear of the intakes. The lower airbox breather tube must be blocked.

7 The following may be removed:
- a) Passenger handholds and footrest assemblies
- b) Instruments and associated cables
- c) Air injection pollution control system
- d) Carburettor anti-icing device
- e) Rear fender

7.1 The following may be added:
- a) Steering damper
- b) Ride height adjuster
- c) Lap timing devices
- d) Data logging equipment, provided no interface exists between logging equipment and management of engine systems
- e) Quickshifters
- f) Swingarm mounted sprocket guard where the device does not act as a tensioning device
- g) Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine.

7.2 The following may be replaced with parts not manufactured by the manufacturer of the machine.
- a) Brake pads, linings and brake hoses
- b) Fairing, screen, rear seat so as to provide for the mounting of a rear number plate, rear bodywork, Rider's seat, mudguards, tank covers, airbox intake tubes, air intake in bodywork and side covers, but replacements must be the same in shape and appearance as the original, Carbon fibre is prohibited *except for small amounts as reinforcement of the mounting points*
- c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points
- d) Handlebars, handlebar mounted levers, master cylinders and controls

e) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points
f) External gearing, and chain, but not chain pitch
g) Exhaust system
h) Wiring loom, ECU and fuel injection control units, only the standard functions of OEM ECU's are permitted to be used (this excludes quickshifter functions)
i) Spark plugs and high tension leads
j) Rear suspension damping units and springs
k) The Clutch assembly may be replaced with an aftermarket unit specifically made for that model. OE Clutch plates, springs, and slipper springs may be replaced with aftermarket replacements
l) Radiator expansion tank
m) Battery, but the replacement must be capable of starting the machine prior to, and post race
n) Fasteners for fitting external components where the motorcycle manufacturer has no specified torque setting or it is less than 10Nm
o) Engine cam wheels, provided they are manufactured in the same material as the original
p) Head Gasket
q) Camshaft may be replaced, but the lift must remain standard
r) Valve springs, collets and retainers
s) Front suspension, springs and damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
t) Air filters and Air funnels (Velocity Stacks)
u) Fuel tank filler cap assembly providing there is no modification required to fuel tank
v) Frame protective sliders, and engine case covers or protectors, but replacements must be the same in shape and appearance as the original
w) Steering damper

7.3 The following OEM parts may be modified:
a) Engine cam wheels may be slotted to alter valve timing
b) Gearbox drive dogs may be undercut
c) Cylinder head valve seats may be recut
d) Cylinder head and cylinder block mating surfaces may be machined
e) Crankshaft balancing is permitted by normal trade practices by the addition or removal of minimal amounts of material. Lightening is not permitted
f) Pistons and con-rods can be balanced as per above