

650cc PRO TWIN

This class rules will apply to all National Championship and Endurance championship races. At other meetings these rules will apply unless varied in the supplementary regulations, but not contradicting the class rules.

This class of motorcycle requires an MNZ Homologation with a minimum of 10 units sold of that model per year.

All items not mentioned in the following articles must remain as originally produced by the manufacturers, remain fitted and operational for that homologated model.

1. Machine Specifications

- a) Twin cylinder four strokes up to 650cc standard engines. (Only OEM engine parts for that model may be fitted).
- b) Be fitted with V.I.N compliance plates for the particular machine,
- c) Be of a make and model lawfully sold in New Zealand,
- d) Be as constructed by the original manufacturer,
- e) Machines with rebored cylinders must remain within that models OEM capacity limits (i.e.: second oversize, .5mm).

2 Numbers

Number Plate Colours

The background colours and figures Prolite machines
Orange background and Black numbers

In case of a dispute concerning the legibility of numbers, the decision of the Technical Steward will be final.

Size

Width 285mm minimum height 235mm,(where possible) .
Figures must be clearly legible.

Number Placement

Fairing, front of fairing one number board facing forward
Seat Tailpiece or side fairing, minimum of one number.

3 Fuel

This class must function on normal unleaded fuel with a maximum lead content of 0.013g/l (unleaded) and a maximum RON of 98.

- 4 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 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) For all events other than Endurance races only one set of tyres per meeting will be allowed for races counting towards the MNZ championships.
 - h) Allowed sizes Front; 120/60 x 17 or 120/70 x 17, Rear; 160/60 x 17
 - i) Tyre warmers are permitted
 - j) When, a race or practice has been declared 'wet', the use of a special tyre commonly known as a wet tyre is allowed.
 - k) Any number of wet tyres may be used

5 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.

5.1 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) Chain guard and registration plate brackets,
- d) Air injection pollution control system,
- e) Carburettor anti-icing device,
- f) Rear fender,
- g) Steering damper.

8 The following may be added:

- a) Steering damper,
- b) Ride height adjuster,
- c) MNZ approved lap timing devices.
- d) MNZ approved fuel / ignition metering devices.
- e) Accessory fairing, front guard and bodywork may be fitted.
- f) MNZ approved lap timing device

9 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 lids in bodywork and side covers, but replacements must be the same in shape and appearance as the original,
- 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, and controls,
- e) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points,
- f) External gearing,
- g) Exhaust system,
- h) A fuel tuning device (i.e. Power commander) may be used. But the Ignition, Engine control module/unit (ICM, ECU, ECM) and wiring loom must remain standard.
- i) Spark plugs and high tension leads,
- j) Rear suspension damping units and springs, The link arm may be changed or modified but the suspension linkage must remain standard, original attachments to the frame must be used.
- k) Radiator expansion tank,
- l) Battery, but the replacement must be capable of starting the machine prior to, and post race,
- m) Fasteners for fitting external components where the manufacturer has no specific torque setting, or, it is less than 10nm, No Titanium allowed
- n) The base and head gaskets may be replaced with aftermarket parts, but must retain OEM thickness,
- o) Front suspension, springs and damping parts may be modified or replaced, but the external appearance of the forks must not be changed, Full cartridge kits may not be used
- p) The fitment of an aftermarket sub frame supporting the seat and tail piece is allowed providing that the construction is as the original OEM parts both in like material construction and design. Items, (battery, wiring, ecu, etc) must be fitted to the aftermarket Sub frame in the same position as the original OEM fitment

10 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) Carburettor slides Modifications Allowed

11 Prohibited items

- a) Data acquisition, computers, recording equipment
- b) The fitment of aftermarket Traction Control units is not permitted
- c) Lifting of the fuel tank
- d) Alteration to the air ducting
- e) Quick shifters, (automated or manual operation)
- f) Titanium on ANY components