

SUPERBIKE REGULATIONS

This class allows for New Zealand distributors of sports production 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

Superbike is open to all manufacturers of machines sold in New Zealand and all machines require an MNZ homologation

The appearance from front, rear and the profile of Superbike motorcycles must (except when otherwise stated) conform to the original shape (as originally produced by the manufacturer). All parts and functions must remain as per OEM specifications unless stated otherwise!

- 1 Capacity:
700cc - Open 4-stroke 3 & 4 Cylinder
800cc - Open 4-stroke Twin Cylinder
- 2 Numbers-Plate Colours, size and placement:
Refer to rule 10.2.3
- 2.1 Fuel:
Refer to rule 10.17.2
- 3.1 Subject to the required and permitted alterations set out below, Superbike machines must:
 - a) Be fitted with the 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,
 - d) At least 5 production machines of that make and model must have been imported into New Zealand by the manufacturer or the New Zealand distributor representing that manufacturer
- 3.2 The choice of tyre is optional but any restriction on the number of tyres which may be used must be included in Supplementary Regulations.
Tyre warmers may be used
- 3.3 To be permitted to compete, a machine, without rider, empty of fuel, but with all other fluids at optimum levels, must weigh no less than 165kg.
- 3.4 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.

- 3.5 Any sharp edges left by the removal of the above components must be protected by a rolled edge or beading of minimum 3mm diameter.
- 3.6 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.
- 3.7 The following may be removed:
- a) Passenger handholds and footrest assemblies,
 - b) Instruments and associated cables,
 - c) Chain guard,
 - d) Air injection pollution control system,
 - e) Carburettor anti-icing device,
 - f) Rear fender,
 - g) Air filter element,
 - h) Starter Motor and starter motor drive system,
 - i) Alternator,
 - j) Cooling fans
- 3.8 The following may be added:
- a) Steering damper
 - b) Ride height adjuster. The link arm rod may be changed or modified; the suspension linkage may be modified or replaced.
 - c) Data acquisition, computers, recording equipment (Note: Telemetry devices are prohibited), provided no interface exists between logging equipment and management of engine systems with the exception of traction control systems.
 - d) Fuel injection control devices
 - e) Quick shifter.
 - f) Lap timer
 - g) Frame protective sliders, and engine case covers or protectors,
 - h) Swingarm mounted sprocket guard where the device does not act as a tensioning device
 - i) Engine cut lanyard attached to the rider that will cut either the ignition or fuel supply to the engine.
- 3.9 The following may be replaced with parts not manufactured by the manufacturer of the machine:
- a) Brake pads, linings and brake hoses,
 - b) Fairings and stream lining including screen, rear body work and seat section, mudguards, tank covers, air box intake tubes and side covers, providing the replacements are of the same shape and appearance as the original, Carbon fibre is expressly prohibited. Engine case protection covers and small amounts around the fairing mounting points exempted
 - c) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points
 - d) Fuel tank filler cap assembly providing there is no modification required to fuel tank
 - e) Handlebars, handlebar mounted levers, master cylinders and controls
 - f) Footrests and foot controls, but the replacements must be mounted on the frame at the original mounting points

- g) Fasteners for fitting external components where the motorcycle manufacturer has no specified torque setting or it is less than 10Nm
- h) Air filter element
- i) Air funnels (velocity stacks)
- j) Instruments
- k) Wiring loom, ECU and fuel injection control units are open
- l) Spark plugs and high tension leads
- m) Battery and alternator
- n) Exhaust system
- o) Clutch plates and springs
- p) External gearing
- q) Radiator expansion tank
- r) Valve retainers and valve springs
- s) Camshafts and cam wheels
- t) Head gaskets
- u) Front suspension springs and damping parts including, fork caps, external compression and preload adjusters may be modified or replaced, but the external appearance of the forks must not be changed, triple clamps must remain OEM
- v) Rear suspension damping units and springs, rear linkages may be replaced with aftermarket items
- w) A supplementary radiator provided there are no changes to the bodywork, main radiator or frame
- x) Pistons
- y) Swing arm pivot inserts
- z) Steering damper

3.10

The following OEM parts may be modified:

- a) Engine cam wheels may be slotted or replaced to alter valve timing
- b) Water pump impeller
- c) Gearbox drive dogs may be undercut
- d) Cylinder head valve seats may be recut
- e) Cylinder head ports by removal of material only
- f) Cylinder head and cylinder block mating surfaces may be machined
- g) Alternator cover
- h) Swing arm pivot insert (frame must remain unmodified OEM part)
- i) Crankshaft may be balanced
- j) Con-rods / pistons may be balanced