



EUROPEAN SUPERSTOCK 1000 CUP TECHNICAL REGULATIONS RR 029T

2019

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RR 029T.1 GENERAL

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE RULES IS STRICTLY FORBIDDEN.

Superstock motorcycles require an FIM homologation (see Appendix FIM homologation procedure for Superstock, Supersport and Superbike motorcycles in the World Championship Regulations).

All motorcycles 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 motorcycle.

Once a motorcycle has obtained a 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 Regulations for the corresponding class.

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

As the name **SUPERSTOCK** implies, limited modifications are allowed to the Motorcycles. Most modifications are only allowed for safety reasons.

The appearance from both front, rear and the profile of Superstock 1000 motorcycles must (except when otherwise stated) remain as originally produced by the manufacturer for the homologated motorcycle.

The appearance of the exhaust system is excluded from this rule.

RR 029T.1.1 Discipline Specifications Superstock 1000

3 and 4 cylinders	over 750 cc up to 1000 cc	4-stroke
2 cylinders	over 850 cc up to 1200 cc	4-stroke

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

RR 029T 1.2 Minimum Weights / Starting Numbers and Backgrounds

Minimum weights:

In the final inspection at the end of the race, the checked s will be weighed in the condition they were at the end of the race.

At any time of the event, the weight of the whole motorcycle (including the tank) must not be less than the minimum weight.

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 Chief Technical Steward at the preliminary checks. Fuel in the fuel tank can be used as ballast.

The ballast must be made from solid metal piece(s), firmly and securely connected, either through an adapter or directly to the main frame or engine, with minimum 2 steel bolts (min. 8 mm diameter, 8.8 grade or higher). Other equivalent technical solutions must be submitted to the Chief Technical Steward for his approval.

The minimum weight is **170 kg**.

There is no tolerance on the minimum weight.

During the final inspection at the end of the race, the selected motorcycles will be weighted 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.

During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

Starting Numbers and Backgrounds:

Red background with white numbers, with the RAL colour table values being 3020 for red and 9010 for white. (see Appendix A **and AACR 0.4**).

RR 029T 1.3 Fuel

All engines must function on normal unleaded fuel with a maximum lead content of 0,005 g/l (unleaded) and a maximum MON of 90 (see also Appendix D).

RR 029T 1.4 Tyres

- a. The number of tyres is free.
- b. Competitors must use tyres of Dunlop, Pirelli or Bridgestone brand, these are distributed or approved exclusively by the official tyre suppliers during the event only:
- c. Dunlop tyres only by Maco Racing, s.r.o. I.D. 35804241
- d. Pirelli tyres only by Pirelli Racing service /TBA.
- e. Bridgestone tyres only by IVRacing, s.r.o. I.D. 26921961
- f. All tyres in use must be easily identifiable with colour marking stickers, to be applied by the official tyre suppliers in case of Dunlop, Pirelli or Bridgestone.
- g. The stickers must be placed on the side of motorcycle which is facing to the pit lane before the motorcycle is entering the track.
- h. Sticker requirements:
 - i. In the case of two free practises:
 - Stickers are not required for Free Practice one.
 - Stickers are required for Free Practice two, Qualifying Practices and Races.
 - ii. In the case of three free practises:
 - Stickers are not required for Free Practice one and two.
 - Stickers are required for Free Practice three, Qualifying Practices and Races.
- i. The stickers of 2018 season are not valid for 2019 season.
- j. Tyres must be a fully moulded type carrying all size and sidewall marking of the tyres for commercial sale to public.
- k. The depth of the tyre treads must be at least 2.5 mm. over the entire tyre pattern width at a pre-race control. The tyres must have a positive and negative tread of 96 % and minimum 4 % negative (land and sea ratio) The maximum distance from the external edge of the tyre to 50 % of the tread

elements is 35 mm. Each size, front and rear, must be available with the same tread pattern as the commercial tyres for road use.

- l. The tyres must have a DOT and/or E-Mark, the DOT and/or E-mark must be on the tyre sidewall.
- m. Any modification or treatment of the tyres (cutting, grooving) is forbidden.
- n. Wet tyres and intermediate tyres can be used only when the Race Direction has declared the race or practice "WET".
- o. Wet tyres must be a fully moulded tyre.
- p. Wet tyres do not need to carry a DOT and/or E-marks; however, these tyres must be marked "not for highway use" or "NHS".
- q. The use of hand-cut tyres is not allowed.

RR 029T 1.5 Engine

The number of engines is free.

RR 029T 1.5.1 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 injector system must be used without any modification.
- b. The fuel injectors must be stock and unaltered from the original specification and manufacture.
- c. Bell mouths must remain as originally produced by the manufacturer for the homologated motorcycle.
- d. Butterfly valves cannot be changed or modified.
- e. Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All parts of the variable intake tract device must remain exactly as homologated.
- f. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.
- g. Electronically controlled throttle valves, known as "ride-by-wire", may be only 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.

RR 029T 1.5.2 Cylinder Head

- a. Must be the original fitted and homologated part with no modification allowed.
- b. No material may be added or removed from the cylinder head.
- c. The gaskets can be changed.
- d. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated motorcycle.
- e. Additional Valve spring shims are not allowed.
- f. Valve seats must remain as homologated. Only normal maintenance interventions as prescribed by the Manufacturer in the Service Manual of the homologated motorcycle are authorized.

RR 029T 1.5.3 Camshaft

- a. Must be the original fitted and homologated part with no modification allowed.
- b. At the technical checks for direct valve operation systems the cam lobe lifts are measured; for indirect valve operation systems (i.e. where cam followers are fitted), the valve lift is measured.
- c. The timing of the camshafts is free; however, no machining of the camshaft is authorized.

RR 029T 1.5.4 Cam sprockets or gears

- a. Cam sprockets may be slotted to allow the adjustment of cam timing.
- b. Pressed on cam sprockets may be replaced with an adjustable boss and cam sprocket.

- c. The cam chain / cam drive system and tensioner must be the original fitted and homologated part with no modification allowed.

RR 029T 1.5.5 Cylinders

Must be the original fitted and homologated part with no modification allowed.

RR 029T 1.5.6 Pistons

Must be the original fitted and homologated part with no modification allowed.

RR 029T 1.5.7 Piston Rings

Must be the original fitted and homologated part with no modification allowed.

RR 029T 1.5.8 Piston Pins and Clips

Must be the original fitted and homologated part with no modification allowed.

RR 029T 1.5.9 Connecting Rods

Must be the original fitted and homologated part with no modification allowed.

RR 029T 1.5.10 Crankshaft

Must be the original fitted and homologated part with no modification allowed.

RR 029T 1.5.11 Crankcase and all other Engine Cases (i.e. ignition case, clutch case.)

- a. Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).
- b. It is not allowed to add a pump or any other device 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. 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 from material of the same or higher specific weight and the total weight of the cover must not be less than the original one.
- d. 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 part. If replaced, the cover must be made from material of the same or higher specific weight and the total weight of the cover must not be less than the original part.
- e. 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 aluminium alloy, stainless steel, steel or titanium, composite covers are not permitted.
- f. The secondary cover should cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
- g. Plates or crash bars made from aluminium or steel are also permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- h. Plates/crash bars/frame sliders must not protrude outside the fairing for more than 30 mm.
- i. FIM approved covers will be permitted without regard of the material or its dimensions.
- j. These 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.
- k. The Chief Technical Steward has the right to refuse and forbid any cover not satisfying this safety purpose, if the evidence shows that the cover is not effective.
- l. Oil containing engine covers must be secured with steel bolts.

RR 029T 1.5.12 Transmission/Gearbox

- a. Must be the original fitted and homologated part with no modification allowed except:
 - i. The positive neutral selector mechanism may be removed.

- b. Only FIM/Alpe Adria approved quick shifters or the originally homologated quick shifters can be used.
- c. Other modifications to the gearbox or selector mechanism are not allowed.
- d. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
- e. The sprocket cover can be modified or eliminated.
- f. Chain guard as long as it is not incorporated in the rear fender may be removed.
- g. Transmission gear shifter shaft supporting brackets can be added.
- h. Add on quick shift modules / additional modules will only be allowed to enable upshifts, no “downshift-blipping” add-ons are allowed. “Downshift blipping” controlled by the manufacturer supplied Street-ECU or Kit-ECU is allowed.

RR 029T 1.5.13 Clutch

- a. Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
- b. Only friction and drive discs may be changed, but their number must remain as original.
- c. Clutch springs may be changed.
- d. Clutch outer basket and primary driven gear must remain as originally produced for the homologated motorcycle with no modification allowed.
- e. The clutch can be changed by an anti-hopping clutch system.

RR 029T 1.5.14 Oil Pumps and Oil Lines

- a. The original fitted and homologated oil pump must be used. The oil pressure relief spring is free.
- b. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

RR 029T 1.5.15 Cooling System

- a. The only liquid engine coolants permitted is water.
- b. The water pump and pump drive must remain as homologated.
- c. Protective meshes may be added in front of the oil and/or water radiator(s).
- d. The cooling system hoses/pipes and catch tanks may be modified or changed.
- e. Radiator fan and wiring may be changed modified or removed.
- f. Radiator cap is free.
- g. The original water radiator can be modified or replaced, Extra mounting brackets to accommodate the radiator are permitted.
- h. The original oil radiator can be modified or replaced.
- i. Additional water radiators and oil coolers can be added. Extra mounting brackets to accommodate these radiators / coolers are allowed.
- j. The appearance from the front, the rear and the profile of the motorcycle must conform to the homologated shape after the addition of radiators /oil coolers.
- k. All radiators / coolers must be mounted below the lower fork bridge (triple clamp).

RR 029T 1.5.16 Air Box

- a. Must be the original fitted and homologated part with no modification allowed, but the air box drains must be sealed.
- b. The air filter element may be modified or replaced but must be mounted in the original position.
- c. All motorcycles must have a closed breather system. The oil breather line must be connected, may pass through an oil catch tank and must exclusively discharge in the air box.
- d. No heat protection can be attached to the air box.

RR 029T 1.5.17 Fuel Supply

- a. Fuel pump and fuel pressure regulator must be the original fitted and homologated parts with no modification allowed.

- b. The fuel pressure must be as homologated.
- c. Fuel lines from the fuel tank to the delivery pipe assembly(s) may be replaced and must be located in such a way that they are protected from crash damage.
- d. Fuel delivery pipe assembly(s) must be the original fitted and homologated part with no modification allowed.
- e. Quick connectors or dry break quick connectors may be used.
- f. Fuel vent lines may be replaced.
- g. Fuel filters may be added.
- h. A fuel tank drain valve can be installed and must be located in such a way that it is protected from crash damage.

RR 029T 1.5.18 Exhaust System

- a. Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.
- b. The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated motorcycle.
- c. For safety reasons the exposed edge(s) of the exhaust pipe(s) outlet must be rounded to avoid any sharp edges.
- d. Wrapping of the exhaust system 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 will be 107 dB/A with a tolerance of + 3dB/A after the race only.
- f. Titanium and carbon exhausts and silencers are allowed.

For 2020: The noise limit will be 102 dB/A with a tolerance of + 3dB/A after the race only.

RR 029T 1.5.19 Sound level control

See AACR 0.7.

RR 029T 1.6 Electrics and Electronics

RR 029T 1.6.1 Ignition / Engine control system (ECU) / Electronics

- a. The engine control system (ECU) must be either:
 - i. The original system as homologated, with no change of software being allowed.
 - ii. The original system (with the production ECU and no change of software) (option i.) may have FIM/AA approved external ignition and/or injection module/s added. The total combined retail price (software and tuning tools included) on sale to the general public cannot be higher than € 3.000 (tax excluded). A special connector may be used to connect the module/s and the ECU.
 - iii. An FIM/AA approved "Superstock Kit" model with approved software (produced and/or approved by the motorcycle manufacturer) may be used. A special connector/adaptor may be used to connect the ECU(s) and the original wiring harness. The combined retail price of the full system including software, tuning tool, download / connection cable any activations, upgrades and wiring harness(s) must be less than:
 - 1. € 3.000 (tax excluded) if the system excludes data logging.
 - 2. € 3.750 (tax excluded) if the system includes data logging.

The ECU (with software and activations) and harness parts must be individually priced and available separately. The separate ECU and harness total must respect the above limits.

- b. Central unit (ECU) may be relocated.
- c. Corner by corner or distance/position-based adjustments are not allowed.
- d. Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the motorcycle and must follow the requirements for approved electronics / data loggers.

- e. During an event the Chief Technical Steward has the right to ask a rider/team substitute their ECU or external module(s) with the FIM / AA sample received from the Manufacturer. The change has to be done before Sunday warm up.
- f. No extra sensors may be added for control strategies except shift rod sensor, speed sensors and lambda sensors. Any of these sensors must be included in the Kit ECU and Harness package if required for strategies (including closed loop lambda).
- g. Other additional electronic hardware not present on the original homologated motorcycle cannot be added with the exceptions noted below.
- h. Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors) to prevent ECU errors.
- i. An ABS replacement/bypass may be fitted and/or the ABS unit may be dismantled to leave just its ECU.
- j. The FIM / Alpe Adria approved external fuel injection modules / ignition modules may not alter any sensor signal relating to the ride by wire system / ECU or control / actuate any part of the motorcycle excepting the fuel injectors / ignition coils.
- k. Lambda closed loop /auto tuning is permitted. Only FIM / Alpe Adria approved auto tuning units can be used.
- l. No external modules may add traction control strategies (such as traction control, launch control, anti-wheelie control) unless originally fitted to the homologated motorcycle.
- m. The characteristics of approved data logging systems must be the following:
 - i. Maximum retail price of the unit (hardware and software; excluding sensors and wiring harness) cannot exceed € 3.000 (tax excluded) if it is a standalone unit. The logger must be from the FIM / Alpe Adria approved logger list. Firmware and software must be FIM/Alpe Adria approved.
 - ii. Maximum retail price of the unit if incorporated into the ECU (hardware + software; excluding sensors and wiring harness) is € 3.750 (tax excluded) see also article 5.7.1 / a. / iii. / 2.
 - iii. The Data Logger unit must be available for sale to the public and of the list of FIM/Alpe Adria SUPERSTOCK 1000 approved Data Loggers.
 - iv. The following data logging only sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle. The sensors must be from the following list:
 - 1. Lambda (must be supplied in the kit if used for strategy)
 - 2. Fork position
 - 3. Shock position
 - 4. Front brake pressure
 - 5. Rear brake pressure
 - 6. Fuel pressure (not temperature)
 - 7. Oil pressure
 - 8. Oil temperature
 - 9. Transponder / lap time signal
 - 10. GPS unit (lap timing and track position)
 - v. The sensors must be simple function. No inertial platforms are allowed to be added if an inertial platform is not installed originally on the homologated motorcycle.
 - vi. CAN (or other data protocol) communication from the ECU to an approved Data Logger is allowed without any limitation in CAN channel logger number. The Data Logger may not act to control any strategy or setting in the ECU – except to replicate the original dashboard signals if the original dashboard is replaced. The logger may not automate these setting changes.
- n. The maximum total price of other active/control/calculation units such as lambda driver modules, quick shifter and analogue to CAN converters is € 750 (tax excluded). These devices must be approved by FIM / Alpe Adria.

- o. Telemetry is not allowed.
- p. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the bike is moving.
- q. Harness:
 - i. The main wiring harness may be replaced by the kit wire harness as supplied for the Kit ECU model, produced and/or approved by the manufacturer of the motorcycle and by FIM/Alpe Adria.
 - ii. The kit wiring harness may incorporate the data logging harness.
 - iii. A kit harness that incorporates the data logging harness may only accommodate 7 additional sensors.
 - iv. The key/ignition lock may be relocated, replaced or removed.
 - v. Cutting of the original main wiring harness is allowed.
- r. Data Logger harness:
 - i. The Data Logger wire harness cannot include any other sensors than the 7 sensors that are allowed. The only function of the approved Data Logger wire harness is to connect the 7 sensors to the Data Logger, to transmit the data and supply the power.
- s. External modules may not alter any sensor signal relating to the ride by wire system or control/actuate any part of the motorcycle except the ignition coils and fuel injectors.
- t. No external module may add traction control strategies unless originally fitted to the homologated motorcycle.
- u. Downshift blipping is only allowed when controlled by the approved SUPERSTOCK kit ECU, external downshift blip modules are not allowed.
- v. The addition of an infrared (IR) or GPS based lap timing system is allowed.
- w. The dashboard is free; however, it may only replace the functions of the standard dashboard (including switch logic and display) and may not perform any other logic function on the bike unless included in the SUPERSTOCK Kit. If essential for the operation of the electronics, it must be included in the SUPERSTOCK Kit. It may also contain the Data Logger. There must remain a working tachometer display.
- x. Spark plugs may be replaced.
- y. The battery is free.

RR 029T 1.6.2 Generator Alternator and Electric Starter

- a. The generator (ACG) must be the originally fitted and homologated part with no modification 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 Ferme the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery. No boost battery may be connected to the motorcycle at any time of the event.
- e. The generator must always charge the battery when the engine is running. The charging voltage must be corresponding to the charging voltage listed in the service manual of the homologated motorcycle.
- f. Operating the motorcycle on the battery only is not allowed.

RR 029T 1.7 Main frame

- a. During the entire duration of the event each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a seal and a valid frame number / chassis number. In case the frame will need to be replaced, the rider or team must request the use of a spare frame to the AA Technical Delegate.
- b. The pre-assembled spare frame must be presented to the AA Technical Delegate for the permission of rebuilding. The pre-assembly is strictly limited to:

- i. Main frame
 - ii. Bearings (steering pipe, swing arm, etc.)
 - iii. Swing arm
 - iv. Rear suspension linkage and shock absorber
 - v. Upper and lower clamps (triple clamps, fork bridges)
 - vi. Wiring harness
- c. The spare frame will not be allowed in the pit box before the rider or the team has received authorization from the Alpe Adria Chief Technical Steward.
 - d. The rebuilt motorcycle must be inspected before its use by the Technical Stewards for safety checks and a new seal will be placed on the motorcycles frame.
 - e. No other spare motorcycle may be on the track.

RR 029T 1.7.1 Frame Body and Rear Sub Frame

- a. The frame must remain as originally produced by the manufacturer for the homologated motorcycle 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, etc.).
- c. The sides of the frame body may be covered by protective parts made of plastic or composite material. These protectors must fit the form of the frame.
- d. Crash protectors may be fitted to the frame, using existing points, or pressed into the end of the wheel axles. Without exceptions, the axles cannot be modified.
- e. Crash protectors / frame sliders must not protrude outside the fairing for more than 30 mm.
- f. Nothing may be added by welding or removed by grinding from the main frame body.
- g. All motorcycles must display a valid vehicle identification number (frame number / chassis number) punched on the frame body.
- h. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- i. Front sub frame / fairing mount may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.
- j. Rear sub frame may be changed or altered, but the type of material must remain as the homologated one or of higher specific weight. Repairing and welding of the sub frame is allowed.
- k. 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.
- l. The side stand bracket may be cut or removed.
- m. The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

RR 029T 1.7.2 Suspension - General

- a. Participants in the SUPERSTOCK class must use only the approved and listed suspension units for that season. The price limits are:
 - i. Fork: For the fork kit, including all parts such as – but not limited to – cartridge, springs (1set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting, the price limit is € 2200 excluding tax.
 - ii. Shock Absorber/RCU: For the complete shock absorber/RCU including – but not limited to – spring (1 piece), pre-load adjuster and length/ride height adjuster, the price limit is € 2000 excluding tax.
- b. The approved products from the suspension manufacturers must be available at least one month before the first round of the Alpe Adria season and remain available all season. The products must be available within 6 weeks of a confirmed order.

- c. Setting parts and tuning parts must be provided by the suspension manufacturers to all teams/riders using the manufacturer's products. These parts can be used by all the teams/riders the season. These parts shall be available for immediate delivery to all teams/riders.
- d. Teams may not modify any part of the forks or shock absorbers; all setting parts must be supplied by the suspension manufacturers and be available to all teams/riders.
- e. The suspension manufacturers are allowed to offer service contracts when the team/rider is using the approved and listed suspension products. The suspension manufacturers cannot demand a service contract for a team/rider in order to obtain a suspension product.
- f. Electronic suspension:
 - i. No aftermarket or prototype electronically-controlled suspensions can be used. Electronically-controlled suspension can 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 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 or 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 electronic suspension system must work safely in the event of an electronic failure.
 - vi. Electro-magnetic fluid systems which change the viscosity of the suspension fluids(s) during operation are not permitted.
- g. Electronic controlled steering dampers cannot be used if not installed on the homologated motorcycle for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

RR 029T 1.7.3 Front Fork

- a. Forks (stanchions, stems, wheel spindle, upper and lower fork clamps, etc.) must be the originally fitted and homologated parts with the following modifications allowed:
 - i. The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer on the homologated motorcycle
 - ii. Steering stem pivot position must remain in the homologated position (as supplied on the production motorcycle). If the standard motorcycle has inserts then the orientation/position of the original inserts may be changed but the insert cannot be replaced or modified.
 - iii. A steering damper may be added or replaced with an after-market damper.
 - iv. The steering damper cannot act as a steering lock limiting device.
 - v. Fork caps can only be modified or replaced to allow external adjustment. This does not include the mechanical fork leg that is part of the homologated electronic fork set.
 - vi. Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
- b. Mechanical Forks: Original internal parts of the homologated forks may be modified or changed. Approved after-market damper kits or valves may be installed.
- c. Electronic Suspensions:
 - i. No aftermarket or prototype electronically controlled suspension may be used, unless such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical or electronic parts must remain as homologated, with the exception of shims and springs).
 - ii. The electronic front suspension may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

- iii. Electronic forks may have their complete internal parts (including all electronic control) replaced with an approved conventional damping system and it will be considered as a mechanical fork.
- d. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
- e. Any quality and quantity of oil can be used in the front forks.
- f. The protrusion (height and position of the front fork in relation to the fork crowns) is free.
- g. Fixing and mounting points for front brake callipers must remain as homologated.

RR 029T 1.7.4 Swing Arm

- a. The rear fork must be the originally fitted and homologated part with no modification allowed.
- b. The rear fork pivot bolt must be the originally fitted and homologated part with no modification allowed.
- c. Rear swing arm pivot position must remain in the homologated position (as supplied on the production motorcycle). If the standard motorcycle has inserts then the orientation/position of the original inserts may be changed but the inserts cannot be replaced or modified.
- d. Rear axle/chain adjuster can be changed to an aftermarket product.
- e. A solid protective cover (shark fin) must be fixed to the swing arm, and must always cover the opening between the lower chain run, swing arm and rear wheel sprocket, irrespective of the rear wheel position.
- f. Rear wheel stand brackets may be added to the swing arm by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing arm.
- g. The sides of the swing arm may be protected by protective parts made of plastic or composite material. These protectors must fit the form of the swing arm.

RR 029T 1.7.5 Rear Suspension Unit

- a. Rear suspension unit (shock absorber and its spring) may be replaced with an approved unit, but the original attachments to the frame and swing arm or linkage must be as homologated.
- b. All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle with no modifications allowed.
- c. Removable top shock mounts must be the originally fitted and homologated parts with no modification allowed. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it to adjust the ride height.
- d. Mechanical Suspensions: Rear suspension unit and spring may be changed.
- e. Electronic Suspensions: No aftermarket or prototype electronically-controlled suspension unit may be used, unless such suspension is already present on the production model of the homologated motorcycle and it must remain completely standard (any mechanical or electronic part must remain as homologated, with the exception of shims and spring). If the standard system has no facility for ride height adjustment the standard shock may be modified to allow shock length change if no hydraulic parts are modified. The original suspension system must work properly safe in the event of an electronic failure. The electronic shock absorber can be replaced with a mechanical one.

RR 029T 1.7.6 Wheels

- a. Wheels must be the originally fitted and homologated parts with no modification allowed.
- b. A non-slip coating/treatment may be applied to the bead area of the rim.
- c. The paint scheme is not restricted but polishing the wheels is not allowed.
- d. If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.

- e. No modifications of the wheel-axles are authorized. Wheel Spacers can be modified. Modifications to keep spacers in place are permitted.
- f. Bearing spacers must remain as homologated.
- g. Wheel balance weights may be discarded, changed or added to.
- h. Metal valve stems with metal stem caps are highly recommended.

RR 029T 1.7.7 Brakes

- a. Brake discs may be replaced by aftermarket discs which comply with the following requirements:
 - i. Brake discs and carrier must retain the same material as the homologated disc and carrier or steel (max. carbon content 2.1 wt%). All homologated discs are steel.
 - ii. Non-floating or single piece discs may be replaced with floating discs. The disc carrier must be the same material as the homologated carrier, steel or aluminium.
 - iii. The outside diameter of the brake disc may be increased but the disc must fit into the homologated brake calliper without any modification of the brake calliper.
 - iv. The thickness of the brake disc may be increased but the disc must fit into the homologated brake calliper without any modification of the brake calliper. The number of floaters is free.
 - v. The fixing of the carrier on the wheel must remain the same as on the homologated disc.
- b. Front and rear brake calliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated motorcycle with no modification allowed.
- c. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the callipers, between the pads and the callipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the calliper
- d. The rear brake calliper bracket may be mounted fixed on the swing arm, but the bracket must maintain the same mounting (fixing) points for the calliper as used on the homologated motorcycle.
- e. The swing arm may be modified for this reason to aid the location of the rear brake calliper bracket, by welding, drilling or by using a thread repair insert.
- f. The originally fitted front brake master cylinder may be used or be replaced by an approved model listed on the FIM/Alpe Adria list for SUPERSTOCK front brake master cylinders with a price limit of € 300.
- g. Rear brake master cylinder must remain as originally produced by the manufacturer for the homologated motorcycle. Front and rear brake fluid reservoir may be changed with an aftermarket product.
- h. Front and rear hydraulic brake lines and fluid reservoir may be changed with aftermarket products, but using a hose /flexible tube instead of a reservoir is not allowed.
- i. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).
- j. "Quick" (or "dry-brake") connectors in the brake lines are allowed.
- k. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- l. Additional air scoops or ducts are not allowed.
- m. The Antilock Brake System (ABS) may be used only if installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated, brake discs and master cylinder levers excluded) and only the software of the ABS may be modified.
- n. The Antilock Brake System (ABS) may be disconnected and its ECU can be dismantled. The ABS rotor wheel can be removed, modified or replaced.
- o. Hand lever adjusters are permitted.
- p. Motorcycles must be equipped with a 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. FIM approved guards will be permitted without regard of the material. The Chief Technical Delegate has the right to refuse any guard not satisfying this safety purpose.

RR 029T 1.7.8 Foot Rest / Foot Controls

- a. Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to the frame at the original mounting points.
- b. Gear shift must remain operated manually by foot.
- c. Foot rests 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 foot rest must have at least an 8-mm solid spherical radius.
- e. Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or an equivalent type material (Alloy) (minimum radius 8mm). The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident. The Chief Technical Steward has the right to refuse any plug not satisfying this safety aim.
- f. Foot controls linkage may be modified. The original mounting points must remain. Their original points of fixture (for the footrest, foot controls and on the shifting shaft) must remain as original.

RR 029T 1.7.9 Handle Bars and Control Levers

- a. Handle bars may be replaced.
- b. Handle bars and hand controls may be relocated.
- c. Throttle grip can be modified or substituted.
- d. Throttle controls must be self-closing when not held by the hand.
- e. Throttle assembly and associated cables can be modified or replaced but the connection to the throttle body and the throttle controls must remain as homologated. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
- f. Clutch and brake lever may be exchanged by an after-market model. An adjuster to the brake lever is allowed.
- g. Switches can be changed but electric starter switch and engine stop switch must be located on the handle bars.
- h. Welding of handle bars is not allowed.
- i. The use of titanium, carbon fibre, Kevlar or carbon composite materials for handlebars is forbidden.
- j. Handlebar ends must be plugged with a solid material or rubber covered.
- k. The minimum angle of rotation of the steering stem on each side of the centre line or mid position must be of 15°.
- l. In any position of the handlebars /steering stem, the front wheel, tyre and mudguard must maintain a minimum gap of 10 mm to the bodywork and radiator(s).
- m. Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame or other bodywork when on full lock to prevent trapping the rider's fingers.
- n. All handlebar levers must be ball-ended (diameter of this ball at least 16 mm). This ball can also be flattened, the minimum thickness of the flattened part is 14 mm and the edges must be rounded. These ends must be permanently fixed and form an integral part of the lever.
- o. Each control lever must be mounted on an independent pivot.
- p. The rear brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.
- q. A thumb operated rear brake solution will be considered for the mobility challenged only subject by the Medical Director, and the Technical Directors decision is final.

RR 029T 1.7.10 Fuel Tank

- a. Fuel tank must remain as originally produced by the manufacturer for the homologated motorcycle 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 250cc made of a suitable material.
- d. Fuel tank filler cap may be altered or replaced from those fitted to the homologated motorcycle, by a ‘screw-on’ type fuel cap. Fuel cap when closed must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.
- e. A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be of foam padding or composite material.
- f. The tank cannot have a cover fitted over it, unless the homologated motorcycle also features a full cover.
- g. The sides of the fuel tank may be protected with a cover made of a composite material. These protectors must fit the shape of the fuel tank.

RR 029T 1.7.11 Fairing / Body Work

- a. Fairing, front mudguards and body work may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, attachment points, fairing bottom, etc.).

The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements made of Kevlar or carbon are allowed locally around holes and stressed areas. Headlight decals must be included.
- b. For all bodywork, paint and decal design is free.
- c. Overall size and dimensions must be the same as the original parts, with a tolerance of +/- 10 mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +10 mm maximum. The decision of the Chief Technical Steward is final.
- d. Wind screen may be replaced with an aftermarket product. The height of the windscreen is free, with a tolerance of +/- 15 mm measured on the vertical distance from / to the upper fork bridge. The screen must conform to the same profile from the front as the original – no double bubble or wide types. From the top view the length of the windscreen may be shortened by 25 mm to allow clearance for the rider. The screen must not have sharp edges. The material of the wind screen must be transparent.
- e. Fairing brackets may be altered or replaced. The use of titanium, Kevlar, carbon fibre or carbon composite materials is forbidden.
- f. The ram-air intake must maintain the originally homologated shape and dimensions with a tolerance of +/- 2 mm.
- g. The original air ducts running between the fairing and the air box may be altered or replaced with a tolerance of +/- 2 mm to the homologated parts. The use of titanium, Kevlar, carbon fibre or carbon composite materials is forbidden. Particle grills or “wire - meshes” originally installed in the openings for the air ducts may be removed.
- h. The lower fairing must be constructed to hold a minimum of 5 litres in case of an engine breakdown. The lower edges of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
- i. There can be no exit air vents in the front half of the lower fairing below a line 40 mm below the line between the wheel axles of the motorcycle. The Technical Director may give permission for the lower fairing to have additional vents added if the oil containment requirements are fulfilled.

Exceptions can be made with the sole agreement of the Technical Director if a manufacturer-produced and FIM-approved close fitting and oil containing engine shroud is fitted in addition to the belly pan. In this case, OEM shaped air vents will be allowed in the front lower half of the fairing.

- j. Any vents in the lower fairing must have their inner surface finish in-line with their outer surface or overlap to reduce the risk of liquid spraying from the motorcycle.
- k. The lowest point of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be $\leq 90^\circ$.
- l. Original openings for cooling in the lateral fairing / bodywork sections may be partially closed only to accommodate sponsors' logos / lettering. Such modifications shall be made using wire mesh or perforated plates. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio $> 60\%$.
- m. Motorcycles may be equipped with a radiator shroud (inner ducts) 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.
- n. The lower fairing must incorporate at least a single opening of 25 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be opened only in wet race conditions as declared by the Race Director.
- o. Front mudguard may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
- p. Rear mudguard fixed on the swing arm can be modified, changed or removed. The chain guard may be removed as long as it is not incorporated in the rear fender.

RR 029T 1.7.12 Seat

- a. Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform to the homologated shape.
- b. The top portion of the rear body work around the seat may be modified to a solo seat.
- c. The homologated seat locking system (with plates, pins, rubber pads, etc.) can be removed.
- d. The same materials as for fairings must be used.
- e. All exposed edges must be rounded.

RR 029T 1.7.13 Fasteners

- a. Standard fasteners may be replaced with fasteners of any material and design, but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
- b. Fasteners may be drilled only for safety wiring, but intentional weight-reduction modifications are not allowed.
- c. Thread repair using inserts of different material such as Helicoil and Time-Sert are allowed.
- d. Fairing/body-work fasteners may be changed to a quick disconnect type.
- e. Aluminium fasteners may only be used in non-structural locations.

RR 029T 1.7.14 Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the motorcycle. This light must be switched on any time the motorcycle is on the track or is ridden in the pit lane and the Race Direction declares the session WET.

All lights must comply with the following:

- a. The rear light must be mounted on the motorcycle during the whole time of the event.
- b. The rear light must be mounted properly with screws. Mounting the rear light with tape is forbidden. Mounting with hook-and-loop fasteners is allowed when the wiring of the light is connected to the motorcycle.
- c. The luminous field should be at least 4cm² (e.g. rectangular 4 cm x 1 cm, circular \varnothing 2.25 cm).

- d. Lightning direction must be parallel to the motorcycle centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the motorcycle centre line.
- e. The rear light must be mounted near the end of the seat/rear bodywork and approximately on the motorcycle centre line, in a position approved by the Chief Technical Steward. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Steward will be final.
- f. Power output/luminosity should be equivalent to minimum 10 W (incandescent) or 1 W (LED).
- g. The output must be continuous - no flashing safety light whilst the motorcycle is on the track. Flashing is allowed only in the pit lane when the pit limiter is active.
- h. The safety light power supply may be separated from the motorcycle.
- i. The Chief Technical Steward has the right to refuse any light system not satisfying this safety purpose.

RR 029T 1.8 The following items MAY BE altered or replaced

- a. Any type of lubrication, brake or suspension fluid may be used.
- b. Gaskets and gasket materials.
- c. Painted external surface finishes and decals.
- d. Material for brackets connecting non-original parts (fairing, exhaust, instruments, etc.) to the frame (or engine) cannot be made from titanium or fibre reinforced composites (with exception of exhaust bracket that may be in carbon).
- e. Protective covers for the frame, chain, footrests can be made in other material like fibre composite material if these parts do not replace original parts mounted on the homologated motorcycle.

RR 029T 1.9 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. The air injection control system (valve, solenoid, tubes) may be removed. In this case, the tubes connected to the cylinder head cover must be plugged.
- c. Speedometer.
- d. Bolt on accessories on a rear sub frame.

RR 029T 1.10 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. Toolkit.
- f. Helmet hooks and luggage carrier hooks.
- g. Passenger foot rests.
- h. Passenger grabs rails.
- i. Safety bars, centre and side stands must be removed (fixed brackets must remain).
- j. **Catalytic convertors.**

RR 029T 1.11 The Following Items MUST BE altered

- a. Motorcycles must be equipped with a functional ignition kill switch or button mounted on a side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- b. Throttle controls must be self-closing when not held by the hand.

- c. All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.).
- d. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box.
- e. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.
- f. Motorcycles must be equipped with a red light on the instrument panel that will illuminate in the event of oil pressure drop.

RR 029T 1.12 Timekeeping instruments

All motorcycles must be equipped with a correctly positioned timekeeping transponder. The transponder must be approved by the official timekeeper and fixed in the longitudinal centre of the motorcycle (typically close to the swing arm pivot), on either the left or right side, as low as possible and avoided being shielded by carbon bodywork.

Correct attachment of the transponder bracket consists of a minimum of 2 tie-wraps, but preferably by screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Hook and loop fasteners or adhesive alone will not be accepted. The transponder must be working at all times during practices and races, also when the engine is switched off.

The Chief Technical Steward has the right to refuse any solution not satisfying these requirements.

RR 029T 1.13 Onboard cameras

- a. Onboard cameras can only be used with the permission of the Race Direction.
- b. When a rider/team has obtained this permission, the motorcycle with the camera installed must be presented to the Technical Control.
- c. Cameras must be mounted inside the fairing or on the top of the rear seat bodywork.
- d. Cameras must be fixed securely to the motorcycle. Adhesive will only be accepted when it is originally by the camera manufacturer.
- e. Cameras must be secured to the motorcycle with an additional steel cable.
- f. The Chief Technical Steward has the right to refuse any solution not satisfying these requirements.