ALPE ADRIA MOTORCYCLE UNION
ALPE ADRIA CIRCUIT RACING TECHNICAL REGULATIONS SPORTBIKE (+ AA R7 CUP) 2026

2026 – Version_March-18-2026

ALPE ADRIA INTERNATIONAL MOTORCYCLE CHAMPIONSHIP

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Version Mar-18-2026

- **Changes to the regulations are during the season shown in bold and red.**

The following articles are affected by this draft:

AACR 8.9.1.b)

AACR 8 SPORTBIKE TECHNICAL SPECIFICATION

AACR 8.0 GENERAL

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden

Sportbike motorcycles require the relevant FIM Phase 2 homologation (see FIM Homologation procedure). All machines 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 model.

Once a motorcycle has obtained the FIM homologation, it may be used for racing in the corresponding class for a maximum period stated in Listing of FIM Homologated Motorcycles, or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of Sportbike motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

AACR 8.0.1 PROTECTIVE CLOTHING AND HELMETS

a) Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.

b) Linings or undergarments must not be of a synthetic material, which might melt and cause damage to the rider´s skin.

c) Riders must also wear leather gloves and boots, which with the suit provide complete coverage from the neck down.

d) Leather substitute materials may be used, provided the Chief Technical Officer has checked them.

e) Riders must wear a helmet, which is in good condition, provides a good fit and is properly fastened.

f) Helmets must be of the full-face type and must comply with one of the recognised international standards:

- Europe: ECE 22-05, ECE 22-06 (only “P” type)
- Japan: JIS T 8133:2015 (only type 2 “Full Face”)
- USA: SNELL M 2015 SNELL 2020 D, SNELL 2020 R

Helmets with double D-Ring fasteners are highly recommended.

New FIM helmet standards FRHPhe-01 and FRHPhe-02 are highly recommended.

The use of FRHPhe-02 helmet is compulsory for 2027.

g) Visors must be made of a shatterproof material.

h) Disposable "tear-offs" are permitted.

i) Only helmets with a valid and identifiable label will be accepted.

j) Use of a chest and back protector is mandatory. (with or without airbag protection in the suit) and must be clearly marked with the following norms:

   i. The back protector must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.
   ii. The chest protector must comply with prEN1621-3 Level 1 or 2.

k) Any question concerning the suitability or condition of the riders clothing and/or helmet should be decided by the Chief Technical Officer, who can, if he wishes so, consult the manufacturers of the product before making a final decision.

l) The use of an Airbag System is compulsory:

   i. The use of airbags on the FIM Airbag Category 1 or 2 lists is compulsory.
   ii. The only mechanical Airbag systems allowed are those on the FIM Airbag Category 2 list.
   iii. The airbag system must be compatible with the use of EN 1621 chest and back protectors, if not included in the airbag itself; in this case, the passive protectors must be certified according to EN1621-2 for the back protector and EN1621-3 for the chest and must mandatorily be used in addition to the airbag system.'

The Chief Technical Officer has the right to refuse any system not satisfying this safety purpose.
The updated list of FIM certified airbags can also be downloaded from www.fim-moto.com/en/documents.

AACR 8.1 MOTORCYCLE SPECIFICATIONS

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

AACR 8.2 ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES

Sportbike Class Motorcycles must be able to achieve **approximately 90 HP**.

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

Machines outside of these classifications will be considered upon application by the FIM and/or AAMC.

They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit).

If approved these machines will be published in the Eligible Parts for Competition List or in AAMC List. Manufacturers may resubmit currently homologated machines as Sportbike.

AACR 8.3 BALANCING VARIOUS MOTORCYCLE CONCEPTS

Sportbike World Championship, A system of performance enhancements or restrictions "balancing factors" may be applied – including but not limited to:

- Engine Concession Parts
- Torque limited map with Rev Limit
- Minimum Weight

The specification of Sportbike machines will be agreed between the machine manufacturer and the FIM SBK Technical Director. The specification will be published in the Eligible Parts for Competition List and will supersede all the following regulations. The specification will be fixed for the entire season.

Engine updates and Phase 2 homologation during the season as agreed upon evaluation of the engine performance report and the FIM SBK Technical Director.

These agreed Engine Concession parts will be documented in the Eligible Parts for Competition List. The eligible Engine Concession parts (and modifications) supersede all the following regulations (Sportbike).

Balancing level will be continued between seasons.

AACR 8.3.1 BALANCING CALCULATION

1- The FIM algorithm will be used to analyse the performance of the machines relative to one another.

2- The target of the Balancing Of Performances (BOP) reports is to monitor continuously the performances of the motorcycles involved in Sportbike class. Different data comparisons will be taken in account various data comparisons will be taken into account during the World Sportbike Championship periodically as established by the FIM Sportbike World Championship Regulations.

3- AAMC reserves the right to change certain parameters or apply exceptions regarding certain motorcycle components with respect to the provisions of the previous article.

AACR 8.3.2 REV LIMIT

Rev Limits will be noted as a feature of the legal balance in the Eligible Parts for Competition List.

AACR 8.4 MINIMUM WEIGHT

Brand	Bike Weight		Combined Minimum Bike and Rider Weight*
	Hard Minimum	Soft Maximum	
Aprilia RS 660	160	170	235
CF Moto 675 SR-R	160	170	235
Kawasaki 636	165	175	240 (TBC)
Triumph Daytona 660	165	175	240 (TBC)
Yamaha YZF R7	160	170	235
KOVE 450RR	141	151	216
SUZUKI GSX-8R	169	179	244 (TBC)
HONDA CBR 600	165	175	240 (TBC)

a) Combined weight is the weight of the rider (in full racing equipment) and motorcycle, as used on track.

b) If the motorcycle has achieved or exceeded the "Soft Maximum Weight" then the combined minimum weight does not need to be reached. The motorcycle alone may never at any time be below the "Hard Minimum Weight".

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

d) There is no tolerance on the minimum weight of the motorcycle or rider.

e) Any rider that is directed to Parc Fermé, must first proceed directly to the scales as indicated by the Chief Technical Steward or a member of his staff, to confirm their finishing weight. Once weighed, the rider is then free to continue with any media duties and interact with their team. After the rider has left the Parc Fermé and is no longer under the control of the technicians, they cannot be reweighed. The weight recorded can therefore no longer be contested and will become final.

f) During the final technical inspection at the end of the race, the selected motorcycles will be weighed 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.

g) 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.

h) 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.

AACR 8.5 NUMBER AND NUMBER PLATES

White background with **red** numbers. The numbers must be clearly visible and in a good shape.

Numbers: Colours from FIM Sportbike World Championship are accepted.

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

a) One on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

b) One, on each side on the lower rear portion of the lower fairing; see Appendix A. The number must be centred on the background.

c) Numbers must be easily legible in a clear simple font and contrast strongly with the background colour.

d) Backgrounds must be of one single colour and must be clearly visible around all edges of the number (including outline). Backgrounds must protrude the numbers within 15 mm in all directions.

e) Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm.

f) Reflective or mirror type numbers are not permitted.

g) Numbers cannot overlap.

In case of a dispute concerning the legibility of numbers, the decision of the Chief Technical Officer is final.

h) **Art. AACR 8.5 cannot be subject to protest.**

The sizes for all the front numbers are:	Minimum height Minimum width	120 mm 60 mm
	Minimum stroke Minimum space between numbers	20 mm 10 mm
The sizes for all the side numbers are:	Minimum height Minimum width Minimum stroke Minimum space between numbers	100 mm 50 mm 15 mm 10 mm

AACR 8.6 FUEL

See AACR 0.5 and Appendix B: Fuels Regulations

a) Fuel brand is free. At least 1 litre fuel must remain in the fuel tank of all the motorcycles that finished the race to take samples if needed.

AACR 8.7 TYRES

a) Maximum number of tyres for each event:

   i. There is no maximum number of tyres.

b) Tyre brand and compound are free.

c) Tyres may be with fully moulded tread or slick and must be available for commercial sale to the public.

d) The tyres must have a DOT and/or E-Mark and/or NHS, the mark must be on the tyre sidewall.

e) Any modification or treatment of the tyres (cutting, grooving) is forbidden.

f) Wet tyres can be used only when the Race Direction has declared the race or practice "WET".

g) Wet tyres must be a fully moulded tyre.

h) Wet and Slick tyres do not need to carry a DOT and/or E-marks; however, these tyres must be marked "not for highway use" or "NHS".

i) The use of tyre warmers and generators on the starting grid is permitted. Generators must be fitted with a lower container to prevent spillage of liquids (engine oil and battery acid). To ensure mobility when clearing the grid, it is recommended to place the generators on tool trolleys.

AACR 8.8 ENGINE SPORTBIKE

For the Sportbike Category, all engine parts must remain as homologated unless specified in the eligible concession parts listed in **the FIM Eligible Parts for Competition – List 2026**, which will take precedence over the following. **Engine Kits are not compulsory but are optional.**
The allocated number of engines is free.

AACR 8.8.1 FUEL INJECTION SYSTEM

Only the originally homologated part or the eligible concession part listed in the FIM Eligible Parts for Competition – List may be used.

a) The original homologated fuel injection system must be used without any modification.
b) Ride by Wire throttle system is mandatory (OEM or as part of a compulsory kit listed in the FIM Eligible Parts for Competition).
c) The fuel injectors must be stock and unaltered from the original specification and manufacture.
d) Butterflies 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 (excepting the air funnels). Variable intake tract devices may be replaced with fixed air funnels.

AACR 8.8.2 CYLINDER HEAD SPORTBIKE

Cylinder head must be the originally fitted and homologated part.

AACR 8.8.3 CAMSHAFT SPORTBIKE

Only the originally homologated or the championship eligible concession camshafts from the FIM Eligible Parts for Competition – List may be used.

a) The method of drive must remain as homologated.
b) The duration and the maximum lift must remain as homologated.
c) The camshafts must be available from the concession parts supplier (See World SBK Rules Art. 2.3.16, 2.3.19 and 2.3.20). The price limit is €1000 per camshaft.
The concession camshafts must include the parts listed in Art. 8.8.4 if required for use.

AACR 8.8.4 CAM SPROCKETS OR CAM GEARS SPORTBIKE

a) Cam sprockets or cam gears must be the originally homologated part or the eligible concession part listed in the FIM Eligible Parts for Competition – List. Only in case required by the concession parts listed in Art. 8.8.3.
b) The cam-chain/cam-belt tensioning device(s) must be the originally fitted and homologated parts with no modification allowed.

AACR 8.8.5 CYLINDER SPORTBIKE

a) Cylinders must be the originally fitted and homologated parts with no modification allowed.
b) The surface finish of the cylinder bore must remain as homologated.

AACR 8.8.6 PISTON SPORTBIKE

a) Pistons must be the originally fitted and homologated parts with no modification allowed.
b) Polishing and lightening is not allowed.

AACR 8.8.7 PISTON RINGS SPORTBIKE

a) Piston rings must be the originally fitted and homologated parts with no modification allowed.
b) All piston rings must be fitted.

AACR 8.8.8 PISTON PINS AND CLIPS SPORTBIKE

Piston pins and clips must be the originally fitted and homologated parts with no modification allowed.

AACR 8.8.9 CONNECTING RODS SPORTBIKE

Connecting rod assembly must be the originally fitted and homologated parts with no modification allowed.

AACR 8.8.10 CRANKSHAFT SPORTBIKE

a) Crankshaft must be the originally fitted and homologated parts with no modification allowed.
b) Polishing and lightening is not allowed.
c) Rebalancing is not allowed
d) Modifications of the flywheels are not allowed.

AACR 8.8.11 CRANKCASE / GEARBOX HOUSING SPORTBIKE

a) Crankcases must be the originally fitted and homologated parts with no modification allowed.
b) It is not allowed to add any kind of pump used 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 parts with no modification allowed.
c) One thread hole may be altered or may be added to allow oil pressure/ temperature measurement. The sensor must be placed in a location where it is protected from impact in the event of a crash.

AACR 8.8.11.1 LATERAL COVERS AND PROTECTION SPORTBIKE

a) 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 in material of same or higher specific weight, and the total weight of the cover must not be less than that of the original cover. All lateral covers/engine cases that contain oil and could be in contact with the ground during a crash, must be protected by a secondary cover made of metal, such as aluminium alloy, stainless steel or steel or titanium, composite covers are not permitted.

b) The secondary cover must cover a minimum of 1/3 of the original cover. It must not have any sharp edges to damage the track surface.
c) Plates or crash bars made of aluminium or steel are also permitted in addition to these covers. All such devices must be designed to withstand sudden shocks, abrasions and crash damage.
d) Covers from the Eligible Parts for Competition – List will be permitted without regard of the material or dimensions.
e) These covers must be properly and securely fixed with a minimum of three (3) screws, which also mount the original covers/engine cases to the crankcases.
f) Oil containing engine covers must be secured with steel bolts.
g) The Chief Technical Officer has the right to refuse any cover not satisfying this safety purpose.
h) Art. AACR 8.6.11.b) to f) cannot be subject to protest.

AACR 8.8.12 TRANSMISSION / GEARBOX SPORTBIKE

a) Must be the originally fitted and homologated parts (including but not limited to shafts, selector mechanism, gears and primary gears) with the following exceptions:
b) Undercutting and re-shimming are allowed.
c) The positive neutral selector mechanism may be removed.
d) Shift star/indexer, spring, roller and detent may be replaced or modified but must function as originally designed.
e) Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
f) On the front sprocket cover may be modified or eliminated.
g) Chain guard as long as it is not incorporated in the rear fender may be removed.

AACR 8.8.13 CLUTCH SPORTBIKE

a) Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
b) Friction and drive discs may be changed.
c) Clutch springs may be changed.
d) The clutch basket (outer) must be the originally fitted and homologated part.
e) The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).
f) No power source (i.e. hydraulic or electric) can be used for gear selection, if not installed in the homologated model for road use. Only Human power is excluded.

AACR 8.8.14 OIL PUMP AND OIL LINE SPORTBIKE

a) Must be the originally fitted and homologated parts with no modification allowed.
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.
c) All oil related fittings must be lockwired.

AACR 8.8.15 COOLING SYSTEM SPORTBIKE

a) The only liquid engine coolants permitted will be water.

b) The water pump must remain as homologated.
c) An additional radiator added that fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance, must not exceed €500.
d) As an alternative to c), an oil cooler may be installed, but not in addition to it. The retail price limit (excluding taxes) for the complete system, including all hoses and fittings, must not exceed €1500.
The oil supply may be provided by:

- An existing oil coupling.
- Replacing a heat exchanger (oil/water) with an oil cooler adapter plate.
- Installing an adapter plate behind the oil filter.

e) The cooling system hoses and catch tanks may be changed. The reservoir / overflow / expansion bottle must be fitted. It can have a small vent hole
f) Radiator fan and wiring may be changed, modified or removed. Thermal switches, unused temperature sensors and thermostat may be removed.
g) The oil cooler must not be mounted on or above the rear mudguard.
h) Radiator Cap is free

AACR 8.8.16 AIRBOX SPORTBIKE

a) The airbox must be the originally fitted and homologated part with no modification allowed.
b) The air filter element may be replaced but must be fitted in the original location.
c) The airbox drains must be sealed.
d) All motorcycles must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.
e) No heat protection may be attached to the airbox**.**

AACR 8.8.17 FUEL SUPPLY SPORTBIKE

a) Fuel pump and fuel pressure regulator must be the originally fitted and homologated parts with no modification allowed.
b) Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.
c) Fuel level sensors may be removed or fixed in position.
d) Quick connectors or dry break connectors may be used.
e) Fuel vent lines may be replaced.
f) Fuel filters may be added.

AACR 8.8.18 EXHAUST SYSTEM SPORTBIKE

a) Exhaust pipes, silencers and exhaust mounts may be altered or replaced from those fitted on the homologated motorcycle. Catalytic converters must be removed.
b) The number of final exhaust silencer(s) must remain as homologated.
The silencer(s) must be on the same side(s) as on the homologated model.
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 exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

e) The noise limit for Sportbike will be 107 dB/A (with a 3 dB/A tolerance after the race only).

f) Sportbike machines will have limitations on the exhaust specification defined at the time of the balance test and specified in the Eligible Parts list for Competition. If an exhaust system manufacturer wishes to make eligible a system that does not match the Manufacturers defined specification (or point b) then they may pay to have the (Phase 2) balancing test performed with their system. Once approved the system and its map ID will be added the Eligible Parts for Competition List.

AACR 8.9 ELECTRICS AND ELECTRONICS SPORTBIKE

AACR 8.9.1 ENGINE CONTROL SYSTEM (ECU) / ELECTRICS

Motorcycles that are not equipped with the correct electronics for this class cannot compete in this class.

The engine control system (ECU) must be either:

1 - ECUs with software (activations, firmware, wiring, dashboard, CIV kits, etc.), and all electrical components permitted as specified in the CIV Sportbike Regulations (Mectronik MK7 ECU).

2- ECUs with software (activations, firmware, wiring, dashboard, etc), and all electrical components permitted as specified in the WORLD SPORTBIKE Regulations and listed in the following articles:

a) The ECU must be the Sportbike control ECU – the Mectronik MKE7 (part number MKE7 – WORLDSPB, MKE8 - WORLDSPB) the price limit is €2016 excluding tax. The suppliers are either: Mectronik, the motorcycle manufacturer, or one of its authorized dealers.

b) ~~The dashboard must be the 2D Sportbike dashboard – the Sportbike Dashboard (part number WSD – the Sportbike Dashboard) the price limit is €990 excluding tax. The suppliers are either: 2D Data recording company, the motorcycle manufacturer or one of its authorized dealers.~~
The dashboard is free.

c) The firmware and manufacturer (engine) map must be declared eligible by championship and from the Eligible Parts for Competition List.

d) The ECU must have the "FIM Settings" section up to date at all times – it is the team's responsibility to ensure that this is done.

e) External quickshift modules/sensors may be fitted but may only provide a signal to the Control Sportbike ECU.

f) No other external modules may be fitted except:
   i) Part of a quickshifter where the module may only provide a signal to the control ECU.
   ii) Championship mandated devices (e.g. 2-way RF system).
   iii) Datalogger.

g) A CAN connection must be made available for Championships devices. They must be located in the rear of the seat unit of the motorcycle. It must be connected to the ECU CAN bus and

the TPMS system (if fitted) must be connected to the same bus. 12v power should be available switched by the main switch (not switched by the ignition switch). The devices may be championship mandated or nominated by the FIM SBK Technical Director.
Connector spec: JST 04R-JWPF-VSLE-S

1. Ground
2. CAN Lo
3. CAN Hi
4. 12v Main Switch

h) The rain light must be powered by the ECU (as detailed in the harness schematics).

i) The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.

j) During an event the Chief Technical Officer has the right to ask a team to substitute their ECU. The change has to be done before Sunday warm up.

k) During an event the Chief Technical Officer or his appointed deputy has the right to read and save the teams calibration file (amp), it will not be shared except for conformity checks with control electronics system partners but may be used in Dyno tests.

l) The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless stated.

1. Throttle position (multiple allowed)
2. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
3. Airbox Pressure
4. Engine pick-ups (Cam, crank)
5. Twist grip position (OEM or Aftermarket Brand homologated by the Manufacturer **)
6. Front Speed
7. Rear Speed
8. Gearbox output shaft speed (if on OEM machine)
9. Gear position
10. Air pressure
11. Water temperature
12. Air temperature
13. Tip-Over Switch (No lean angle – except from ECU) (all ECU's feature crash detection by IMU).

The following can be added (and not OEM sensors)

14. Gear shift load cell/switch (may only provide a signal to the control ECU)
15. Lambda - Bosch LSU4.9 only
16. Fork position
17. Shock position
18. Front brake pressure
19. Rear brake pressure
20. Fuel pressure (not temperature)
21. Oil pressure sensor
22. Oil temperature sensor
23. Switches (Left and right)
24. GPS

** Must be from the Eligible Parts for Competition List.

m) The data logger must be from the Eligible Parts for Competition List (Data Logger list). The characteristics of eligible data logging systems must be the following:
   1. Maximum retail price of the unit (hardware + software, excluding sensors and wiring harness) cannot exceed €3.000 Euro (VAT excluded) unit. The "unit" may consist of multiple parts, input module, recording module etc.
   2. The Data Logger unit must be available for sale to the public.
   3. The data logger may ONLY be connected to the CAN bus and to those sensors listed in section 2.6.9.1.m.
   4. The logged data must be available to the Chief Technical Officer (uploaded to secure fileshare or via flash drive). The logger must log any channels/signals requested by the series.
   5. The Chief Technical Officer or his appointed staff has the right to read and save the data logging file.

n) The ECU may log data exclusively for the championship. It will be used for BOP and Diagnostics purposes. The compulsory DWO 2-way RF system must be fitted as detailed (separately) at all times. It is the teams´ responsibility to ensure that the unit achieves good connection to race control (including GPS and RF aerials fitment).

o) Only the following may be connected directly to the logging system.
   a) GPS Unit (Lap timing and track position).
   b) Transponder / Lap time signal.
   c) Any exceptions noted in Eligible Parts for Competition List.
   p) Telemetry is not allowed.

q) No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running, or the motorcycle is moving.

r) The dashboard must be the Sportbike Control Electronic System. The suppliers are either: Mectronik, the motorcycle manufacturer or one of its authorized dealers, it may also contain the datalogger.

s) All shift lights must be only "White".

t) If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on either: Mectronik, the motorcycle manufacturer or one of its authorized dealers. Their basic layout, switch function, position and colour must follow those supplied in the kit.

u) Plug caps and coils must remain as homologated.

v) Electric cables, harness, connectors, battery and switches are free, but the harness must comply with the wiring schematic that is available from either: Mectronik, the motorcycle manufacturer or one of its authorized dealers.

w) Spark plugs and wires may be replaced.

x) The battery may be replaced. For safety reasons, whatever is the technology of the battery used, no charging is allowed without any surveillance and during the night (in the pit box or in the team' truck).
The charging area must be safe as possible and as far away as possible of any fuel cans.

The use of Lithium Polymer (LIPO) batteries is strictly prohibited.
Participants are not allowed to use LIPO batteries in any form, including but not limited to primary power source, backup power source, or in any other capacity due to the safety risks associated with LIPO batteries, including overheating, swelling, and explosion.

We recommend the use of battery alternatives, such as Lead-Acid, Absorbed Glass Mat (AGM), Nickel Metal Hydride (NiMH), Lithium Ferrophosphate (LFP), Lithium Iron Phosphate (Li-Fe), Lithium-Ion (Li-ion) batteries, etc. Lithium-Ion (Li-ion) batteries must be managed by a BMS.

AACR 8.9.2 GENERATOR, ALTERNATOR, ELECTRIC STARTER SPORTBIKE

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 fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

AACR 8.10 MAIN FRAME AND PRE-ASSEMBLED SPARE FRAME SPORTBIKE

Each rider may present only one (1) complete motorcycle to the Technical Control and may use only that motorcycle. The use of a 2nd motorcycle is permitted in the event of proven technical reasons (e.g. accident, crash, breakdown, etc.) and must be agreed in advance with the Chief Technical Officier, who will only authorise it after consulting the Jury. The motorcycle must be inspected before its use by the Technical Officers for safety checks and a new seal will be placed on the motorcycles frame. The seal on the first motorcycle must be removed, and the motorcycle may not be used for the rest of the event.
No other spare motorcycle may be on the track.
After the use of a 2nd motorcycle, should it become necessary to replace the frame or engine again because of a further crash or damage, the assembly work must be done using a bare frame with no components attached. Must be agreed in advance with the Chief Technical Officier before work can start.
Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations.
Frame and Frame body Kits are not compulsory but are optional.

AACR 8.10.1 FRAME BODY AND SUB-FRAME SPORTBIKE

a) The frame must be the originally fitted and homologated part 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).
c) The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame **and must leave a free area on the steering head for the seal to be affixed.**
d) Crash protectors may be fitted to the frame using existing points (max. length: 50 mm) or pressed into the ends of the wheel axles (max. length: 30 mm).
e) Nothing else may be added or removed from the frame body.
f) All motorcycles must display a vehicle identification number punched on the frame body.
g) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.

h) Front sub frame/fairing mount may be changed or altered; the material is free.
i) Rear sub frame may be changed or altered. The material must be metal, no composites are allowed.
j) In the case of a fixed rear subframe (part of the main frame) the rear part of the frame may be cut off and replaced with a subframe following the outline of the original design. The Eligible Parts for Competition List will document exactly where this alteration may be made and there will be no tolerance.
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 paint scheme is not restricted but polishing the frame body or sub- frame is not allowed.

AACR 8.10.2 SUSPENSION – GENERAL SPORTBIKE

Suspension Kits are not compulsory but are optional.

a) Participants in the Sportbike class must only use OEM units or units from the Eligible Parts for Competition List.
The retail price limits (excluding taxes) are:
   i) Fork: For the fork kit, including all parts such as but not limited to cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting the price limit is €1750 excluding tax.
   ii) Shock Absorber/RCU: For the complete shock absorber/RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster the price limit is €1500 excluding tax.
b) One chassis racing kit will be available for all the manufacturers and limited to only 1 homologated racing kit per racing season. The racing kit chassis can be made of other OEM parts or specific made parts. The chassis racing kit will be listed in the FIM Eligible Parts for Competition – List.
The chassis racing kit parts included:
   - Triple clamp assembly with fixed offset (Upper clamp, lower clamp and stem)
   - Rear suspension linkage without swingarm (in case the motorcycle has a link)

   The price limit is €1000 Euro (all parts together)
c) The eligible products from the suspension manufacturers must be available to all participants at least one month before the first round of the World Superbike season and remain available all season. The products must be available within 6 weeks of a confirmed order.
d) Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/teams/participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/ customers.
e) Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.
f) The suspension manufacturers are allowed to offer service contracts when the team is using the eligible suspension products. The suspension manufacturers cannot demand a service contract for a customer or participant in order to obtain a suspension product.
g) No aftermarket or prototype electronically-controlled suspensions maybe used. If electronically controlled suspension is originally fitted to the machine, it must be replaced

by conventional parts.

h) Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

AACR 8.10.3 FRONT FORKS SPORTBIKE

a) Forks must be the originally fitted and homologated parts with the following modifications allowed:
b) Original internal parts of the homologated forks may be modified or changed.
c) Only aftermarket damper kits or valves from the Eligible Parts for Competition List may be installed (8.10.2).
d) Fork springs may be modified or replaced.
e) Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18 mm above the standard fork tube. The fork "drop" must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.
f) The fork stroke will be a maximum of 125 mm to the bump stop plus a maximum of 5 mm bump stop stroke.
g) The fork kit manufacturer will be wholly responsible for ensuring the safe operation of the fork.
h) Dust seals may be modified, changed or removed if the fork is totally oil-sealed.
i) The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
j) The front fender mounts integrated in the fork lower may be modified or removed and replaced.
k) The axle bore in the fork lower cannot be modified. The front axle nut/ sleeve may be added or modified and/or made captive.
l) The upper and lower fork clamps (triple clamp, fork bridges) must be the originally homologated or from the racing kit chassis listed on the FIM Eligible Parts for Competition – List may be used.
m) A steering damper may be added or replaced with an aftermarket damper.
n) The steering damper cannot act as a steering lock limiting device**.**

AACR 8.10.4 REAR FORK (SWING-ARM) SPORTBIKE

a) The rear fork must be the originally fitted and homologated part with no modification allowed.
b) Rear fork pivot bolt must be the originally fitted and homologated part with no modification allowed.
c) The rear suspension linkage must be the originally homologated or from the racing kit chassis listed on the FIM Eligible Parts for Competition – List may be used. No other options are allowed.
d) Rear axle chain adjuster may be modified or changed. The wheel axle nut may be replaced and/or made captive.
e) Rear axle chain adjuster slot may be enlarged to allow the brake caliper mounting to become captive.
f) A solid protective cover (shark fin) shall be fixed to the swing-arm and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
g) Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius).
Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.
h) Wheel support rails/guides may be added to permit quick wheel changes.
i) The sides of the swing-arm may be protected by a thin vinyl cover only; no composite or structural covers are allowed.
j) Art. AACR 8.10.4.f) cannot be subject to protest

AACR 8.10.5 REAR SUSPENSION UNIT SPORTBIKE

a) Rear suspension unit (shock absorber) may be replaced with a unit from the Eligible Parts for Competition List (see 8.10.2.a).ii).
b) The original attachment points to the frame and rear fork (or linkage) must be as homologated.
c) All the rear suspension linkage parts must be the originally fitted and homologated parts or from the racing kit chassis listed on the FIM Eligible Parts for Competition – List may be used.
d) The rear suspension attachment points on the frame and on the swingarm must be the originally fitted and homologated with no modification allowed.
e) Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it.

AACR 8.10.6 WHEELS SPORTBIKE

a) Wheels must be the originally fitted and homologated parts with no modification allowed.
b) The wheels may be overpainted, but the original finish cannot be removed.
c) A non-slip coating/treatment may be applied to the bead area of the rim.
d) If the original design included a cushion drive for the rear wheel, it must be the originally fitted and homologated parts with no modification allowed.
e) Wheel axles must be as homologated with no modification allowed. Axle cones are not allowed.
f) Wheel spacers can be modified or replaced.
g) Bearing spacers are free.
h) Wheel balance weights may be discarded, changed or added to. Angled aluminium or steel inflation valves are compulsory.
i) The only allowed rim sizes are:

- **FRONT 3.5”**
- **REAR 3.5”**

In the case the machine is not fitted with the aforementioned sizes, a single alternative wheel will be agreed between the manufacture and the FIM SBK Technical Director.
The inertia must be within 10% of the originally fitted wheel.
The inertia must be within the range of homologated wheels in the other machines.

AACR 8.10.7 BRAKE SPORTBIKE

Brake Kits are not compulsory but are optional.

a) Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting. The maximum outside diameter is 320 mm. However, the offset, wheel mounting and the ventilation system must remain the same as on the homologated motorcycle. Internally ventilated discs are not allowed if not present on the homologated motorcycle.
b) Only Steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.
c) Front brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must be the originally fitted and homologated parts with no modification allowed. (see Art. 8.10.3). Spacers may be fitted between the caliper and fork lower to fit larger diameter discs.
d) Rear brake callipers must be the originally fitted and homologated parts with no modification allowed. The mounting points must remain as homologated, but the mounting hardware (mount, carrier, hanger) may have the axle bore sleeved to capture the brake calliper assembly to the swingarm to permit quick wheel changes.
e) 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.

f) The front brake master cylinder can be the originally fitted and homologated parts with no modification allowed or may be replaced with a unit from the Eligible Parts for Competition List. The retail price limit for the front master cylinder (including lever) is €350.
g) The brake lever design is free.
h) Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used but only between the master cylinder and the brake hose split.
i) The split of the front brake lines for both front brake callipers must be made above the lower edge of the fork bridge (lower triple clamp).
Brake line hose fittings (including banjo bolts) can only be Steel or Titanium.
j) Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
k) Additional air ducts are not allowed.
l) The ABS System must be removed.
m) Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. CFRP (Carbon Fiber Reinforced Polymer) guards are not permitted. Guards from the Eligible Parts for Competition List will be permitted without regard to the material. The Chief Technical Officier has the right to refuse any guard not satisfying this safety purpose.

h) Art. AACR 8.10.7.m) cannot be subject to protest.

AACR 8.10.8 HANDLEBARS AND HAND CONTROLS SPORTBIKE

a) Handlebars may be replaced.
b) Handlebars and hand controls may be replaced and relocated.
c) Throttle controls must be self-closing when not held by the hand.
d) Motorcycle with Ride By Wire throttle "Grip" sensor. Only the OEM unit may be used or optional units (motorcycle specific) from the Eligible Parts List for Competition List – Sportbike Permitted Modifications.
e) Clutch lever assy and brake lever may be replaced with an aftermarket model. An adjuster to the brake lever is allowed.
f) Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
g) Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be red.

AACR 8.10.9 FOOTRESTS AND FOOT CONTROLS SPORTBIKE

a) Footrests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
b) Foot controls; gear shift (and rear brake, if kept) must remain operated manually by foot.
c) Footrests 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 footrest 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 aluminium, plastic, Teflon® or an equivalent type of material (minimum radius 8 mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officier has the right to refuse any plug not satisfying this safety purpose.

AACR 8.10.10 FUEL TANK SPORTBIKE

a) Fuel tank must be the originally fitted and homologated parts 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 250 cc made of a suitable material.
d) Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.
e) If the tank has a filler "neck" (tube) inside the tank that restricts its complete filling, then the neck may be removed or have vent holes drilled through it.
f) A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
g) The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
h) The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.
i) Fuel tank may have heat reflective sheet attached to its bottom surface.

AACR 8.10.11 FAIRING / BODYWORK SPORTBIKE

a) Fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon fibre or Kevlar® materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction.
Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
Headlights must be included even when considered external.
b) For all bodywork paint and decal design is free.
c) The fairing has a tolerance of +/-8 mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +5 mm maximum. The decision of the Chief Technical Officier is final.
d) Wind screen may be replaced.
e) Fairing brackets may be altered or replaced.
f) The ram-air intake must maintain the originally homologated shape and dimensions.
g) The original air ducts running between the fairing and the airbox may be replaced by exact cosmetic replicas of the original parts. If the part serves another function (ie Dash Mounting) then the airflow passage must retain the homologated internal shape and the part must be listed in the Eligible Parts for Competition List. Material is free.
h) Particle grilles or "wire-meshes" originally installed in the openings for the air ducts may be removed. Flap valves systems may be removed. Air ducts cannot be added if they are not present on the original machine.
i) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine water coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
j) The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.
k) Minimal changes are allowed in the fairing to allow clearance for protective engine covers.
l) Motorcycles may be equipped with a radiator shroud 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.
m) Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Front mudguards may be replaced and the use of carbon fibre or Kevlar® composites are allowed.
n) Front mudguard may be spaced upward for increased tyre clearance.
o) Rear hugger type mudguards fixed on the swing-arm may be replaced with a cosmetic duplicates of the

original part. The use of carbon fibre or Kevlar® composites are allowed.

p) The chain guard may be removed as long as it is not incorporated in the rear hugger. If the chain guard is incorporated in the hugger then the chain guard section may be removed or modified to accommodate larger diameter rear sprockets.
q) The chain guard may be removed as long as it is not incorporated in the rear fender.
r) The existing rear mudguard under the seat may be removed.
s) The exact appearance, shape, size and location of the front headlightsof the homologated motorcycle must be respected.

AACR 8.10.12 SEAT SPORTBIKE

a) Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform in principle to homologated shape.
b) The top portion of the rear body work around the seat may be modified to a solo seat.
c) Same materials as fairing must be used (article 8.10.11.a).
d) All exposed edges must be rounded.

AACR 8.10.13 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) Aluminium fasteners may only be used in non-structural locations.
c) Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
d) Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
e) Thread repair using inserts of different material such as helicoils and timeserts.
f) Fairing/bodywork fasteners may be changed to the quick disconnect type.

AACR 8.10.14 REAR SAFETY LIGHT SPORTBIKE

All motorcycles must have a functioning red light mounted at the rear of the machine, this light must be switched on any time the motorcycle is on the track or being ridden in the pit lane and the session is declared WET.
All lights must comply with the following:

a) Lighting direction must be parallel to the machine centre line (motorcycle running direction) and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
b) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
c) Power output/luminosity equivalent to approximately: 10 – 15 W (incandescent), 0.6 – 1.8 W (LED).
d) The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
e) Safety light power should be supplied by the control ECU.
f) The Chief Technical Officer has the right to refuse any light system not satisfying this safety purpose.
g) Also see 8.9.
h) Art. AACR 8.10.14 cannot be subject to protest.

AACR 8.11 The following items MAY BE altered or replaced from those

fitted to the homologated motorcycle

a) Any type of lubrication, brake or suspension fluid.
b) Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
c) Gaskets and gasket materials.

AACR 8.12 The following items MAY BE removed

a) Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
b) Speedometer and related wheel spacers.
c) Bolt on accessories on a rear sub frame.

AACR 8.13 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) Tool box.
f) Helmet hooks and luggage carrier hooks.
g) Passenger footrests.
h) Passenger grab rails.
i) Safety bars, centre and side stands must be removed (fixed brackets must remain).
j) Catalytic convertors.
k) Rear mudguards affixed to the seat unit.

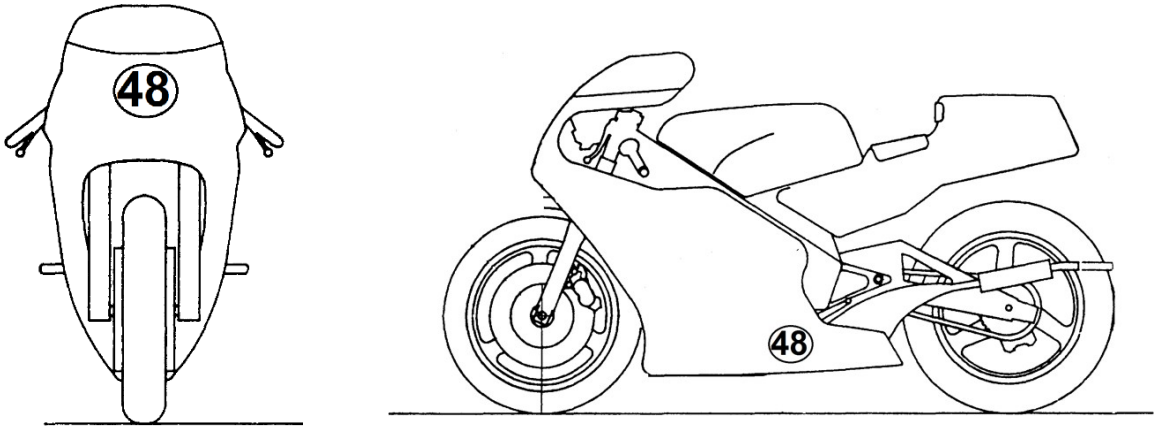
AACR 8.14 ONBARD CAMERAS

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

AACR 8.15 ENVIRONMENTAL PROTECTION

a) Inside the boxes and the paddock (except in the park fermé), where maintenance work is carried out on a motorcycle and where they are parked, the use of carpets equal to or larger than the length of the motorcycle and the width of the handlebars is compulsory in order to avoid spillage of liquids, oil and environmentally dangerous products on the ground. The carpet must have a waterproof underside and be covered with absorbent material.

APPENDIX A: STARTING NUMBERS



The sizes for all the front numbers are:	Minimum height Minimum width Minimum stroke Minimum space between numbers	120 mm 60 mm 20 mm 10 mm
The sizes for all the side numbers are:	Minimum height Minimum width Minimum stroke Minimum space between numbers	100 mm 50 mm 15 mm 10 mm

APPENDIX B: AAR7 CUP

Into the SportBike class, a trophy called Alpe Adria R7 Cup is established in which all Yamaha R7 motorcycles may participate. In addition to complying with SportBike class safety regulations, they must remain EOM as originally manufactured by the manufacturer and must comply with the restrictions listed in the table below.

PART NUMBER	ENGINE / AIRBOX / ECU / ALL THAT STOCK	STOCK
1000B14A2.B13A2: B1A2:B15	GYTR YZF-R7 RACE COWLING FAIRING	FREE
GYTRSCRNR600	GYTR YZF-R7 RACING SCREEN	FREE
9,07983e+11	GYTR EXHAUST SYSTEM AKRAPOVIC	AKRAPOVIC
BEB-181A0-03-00	GYTR Quickshifter for YZF-R7	GYTR
GYTABSEMUR70	GYTR ABS EMULATOR YZF-R7 ABS	GYTR
REAR Shock	Ohlins STX 46 racing rear shock absorber YZF-R7 21	OHLINS
Front Suspension	Front suspension / Ohlins NIX 30 cartridge kit FGK 242 YZF-R7	OHLINS
GYTFUELCAP01	GYTR RACINGFUEL CAP R7 Quik release	FREE
GYTR7REARS00	GYTR RACING REAR SET	FREE
BEBFFBRP0000	GYTR ON-OFF SWITCH	GYTR
BEBFSFIN0000	FRONT BRAKE LEVER GUARD	FREE
BEBFGBEP0000	GYTR CHAIN PROTECTOR / SHARKFIN	FREE
BEBFGBEPWP00	GBRACING CRANKCASE PROTECTOR SE GB racing	GB Racing
	GBRACING WATERPUMP PROTECTION COVER GB racing	GB Racing
	AIR FILTER	FREE
KITGRAF02024	R7 CUP GRAPHICS KIT 26 / ONLY FOR SUPER FINAL / IF Needed	FREE
Main Color	COLOR Duo-tone approach with bright blue details DPBMC: Yamaha blue (glossy)	

At the end of the race, a special ranking called the Alpe Adria R7 Cup will be extrapolated from the final classification of the Sportbike Clas

ALPE ADRIA MOTORCYCLE UNION ALPE ADRIA CIRCUIT RACING TECHNICAL REGULATIONS SPORTBIKE (+ AA R7 CUP) 2026

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