

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

0.1 Superbike Motorcycles require an MNZ homologation.

0.2 The appearance from both front, rear and the profile of Superbike motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).

0.3 All parts and functions must remain as per Original Equipment Manufacturer (OEM) specifications unless stated otherwise.

1.0 Superbike Classes:

800 – 1300cc 4 Stroke, 2 – 3 cylinders maximum

750 – 1105cc 4 Stroke, 4 cylinders maximum

At least 5 production machines of that make and model must have been imported into New Zealand by the manufacturer or the distributor representing the manufacturer.

**Number Plate Colours:** Refer to the Technical Appendix

**Number Plate Placement:** Refer to the Technical Appendix

**Fuel:** Refer to the Technical Appendix.

2.0 Subject to the required and permitted alterations set out below, Superbike machines must:

a) Be fitted with V.I.N. compliance plates for that particular machine.

b) Be of a make and model lawfully sold in New Zealand.

c) Be as constructed by the manufacturer.

2.1 Tyre brand, type and quantity will be specified in Supplementary Regulations.

2.2 Engine and gearbox breathing hoses and tubes, and the radiator overflow bottle vent must exhaust into the airbox to the rear of the intakes.

The lower airbox breather tube must be blocked.

2.3 The following may be removed:

a) Air injection pollution control system.

2.4 The following may be added:

a) Fuel / Ignition Control Unit (power commander 'piggy-back' type unit) must be used with the stock ECU. It is permitted to be used where the fuel metering device plugs into the original electrical connectors with no modification to the wiring harness. ECU functions must remain as per OEM functions (for example: traction control or launch control cannot be used if not OEM).

b) Electronic gear shifters and auto blipers.

c) Ride height adjuster.

d) Data logging equipment, provided no interface exists between logging equipment and management of engine systems.

2.5 The following may be replaced with parts not manufactured by machine manufacturer:

a) Fairings, screens, rear bodywork and rear seat so as to provide for the mounting of a rear number plate, rider's seat, mudguards, air intake lids in bodywork, airbox intake tubes, tank covers and side covers, but replacements must be similar in shape and appearance as the original. Screen profile to be open.

b) Mounting brackets for fairings and screens but the replacements must be mounted on the frame at the original mounting points.

c) External gearing and chain. 520 chain pitch conversion is permitted.

d) Brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and wheel mounting. The outside diameter, material, and the ventilation system must remain the same as OEM for the model.

e) Exhaust system.

- f) Front suspension, springs, damping parts and fork top caps may be replaced or modified, but the external appearance of the forks must not be modified or changed.
- g) Rear suspension damping units and springs.
- h) Handlebars, handlebar mounted levers, cylinders and controls, including throttle assembly and cables.
- i) Rear sub-frame, providing the replacement is of the same material (or aluminium), shape and appearance as the original.
- j) Cylinder Head Gasket.
- k) Air filter element.
- l) Instruments.
- m) Wiring loom, plug in fuel injection control units and the manufacturer nominated race kit ECU.
- n) Clutch plates and springs.

2.6 The following OEM parts may be modified:

- a) Engine cam wheels may be slotted or replaced to alter valve timing.
- b) Cylinder head and cylinder block mating surfaces may be machined.
- c) Gearbox drive dogs may be undercut.
- d) Cylinder head valve seats may be re-cut.
- e) OEM ECU may be re-flashed.
- f) Carburettor slides.