

0. This class of motorcycle requires a MNZ Homologation, with a minimum of 10 units sold of that mass produced motorcycle.
- 0.1 This homologated motorcycle must be a street type, road registerable, available and originally sold new in New Zealand.
- 0.2 This class is to be called "SUPERSPORT 300".
- 0.3 In special cases approval may be granted by the Road Race Commissioner on an individual basis for riders from 13 years of age to ride in this production class. The basis for this approval will be a recommendation from a previous or current top level rider or coach who shall commit to act as a mentor to the junior rider until the rider is eligible for a senior license. All riders are to wear a high visibility vest over their leathers for the first 5 events at which they compete. Proof of these events will be from their log book.
- 0.4 **NOTE:** All items not mentioned in the following articles must remain as originally produced by the manufacturer, remain fitted and operational for that homologated model.
1. The parts and service manuals for the homologated models will be used as reference to confirm standard specifications.
  - a) Twin cylinder four stroke engines from 260cc up to 400cc. Or single cylinder four stroke engines from 260cc to 380cc.
  - b) Approved models that can be raced in the class, see below.
  - c) Balancing rules for the noted models must be adhered to, and these can be changed at anytime by the MNZ Road Race Commissioner to ensure parity between manufacturers and models as the class progresses. Only the specific makes and models noted on that list can be used.
  - d) Be fitted with an NZ VIN compliance plate for that model of machine. The only exception to this is if the machine has been supplied direct from the manufacturer and was not intended for use on public roads. However, the onus is on the competitor to ensure the machine is indeed identical to the machine available for sale to the mass public of New Zealand.
  - e) Be of a make and model lawfully imported and sold to the mass public in New Zealand.
  - f) Be as constructed by the original manufacturer
  - g) Unless specified below, machines must be as per homologated. Parts may not be interchanged between models, generations, and year of manufacture. Bike components are as per the VIN plate for that bike (see 1 b).
2. Only OEM engine parts for the homologated model may be fitted - In the case of over boring, only over sizes listed as genuine options in the manufacturers parts book for the homologated model may be used. Only gaskets of the standard thickness may be used.
3. **Tyres:**
  - a) Be the same as any commercially available tyres imported or stocked by New Zealand tyre importers (must not be a special brand or type acquired over the internet from overseas or from special sources).
  - b) Can be manufactured for road use (IE BE DOT approved) or for competition use.
  - c) Be not less than the machine manufacturer's recommended speed and load rating.
  - d) Be worn no more than to the minimum tread depth indicators.
  - e) Not have an augmented or modified tread pattern.
  - f) Racing 'rain' wet weather tyres are permitted
4. **Machine Specifications (General):**

All machines must comply with the relevant general competition rules in the Technical Appendix
5. **Modifications Allowed: (All approved models)**
  - a) The height and position of the front fork in relation to the top yoke (fork crown) is free.
  - b) Drive sprockets and chain width may be changed. Chain pitch to remain as OEM.
  - c) Handlebars, levers and controls, with the exception of the brake master-cylinder, height and angle are free, but must not foul the bodywork.
  - d) Instrument panel aftermarket items may be substituted for Tacho/Speedo and temperature gauges.

- e) Front and rear brake discs may be replaced with aftermarket brake discs of fixed or floating construction, that must fit the original OEM calliper and wheel mounting. The outermost diameter and disc material must remain the same as OEM for the model.
- f) Countershaft sprocket cover may be modified to allow for altered gear change pattern, but must remain fitted to the machine.
- g) Lambda (exhaust oxygen) sensor(s) may be removed and replaced with a blanking plug, but the original fitting must remain in the original unmodified header.
- h) Gearbox
  - i. may be undercut.
  - ii. reinforcement of the change pawls
  - iii. detent spring may be replaced
  - iv. star shift wheel can be replaced or modified
- i) Lap timers and data recording devices may be fitted.
- j) Steering stop restrictors may be fitted.
- k) Wheel spacers, these can be a captive type.
- l) KTM RC390 top triple clamp may be replaced by after market options made from similar material (aluminium alloy) and offset dimensions to that of OEM.
- m) Yamaha R3: sprocket mounting bolts may be shortened.
- n) Battery may be replaced, but be capable of starting the machine both prior to and post race.
- o) Quick shifter may be fitted or replaced.
- p) The fitment of OEM or aftermarket quick shifters

## **6. Fairing/Body Work:**

- a) Must be the same shape and appearance as the original.
- b) Screen may be replaced, profile is open.
- c) Replicas of genuine OEM solo seat cowls (including Superbike style race seats) for that homologated model may be fitted.
- d) The original combination instrument/fairing brackets may be changed.

## **7. The following may be removed:**

- a) Passenger footpeg brackets may be unbolted only – NO cutting allowed. In cases where the peg hanger is used as a muffler bracket, it may be replaced.

## **8. Items not allowed:**

- a) The fitment of aftermarket Traction Control units is not permitted.

## **Supersport 300 Eligible machines, componentry and balancing rules” (at 08/01/2025)**

These rules are:

1. To be read in conjunction with Appendix I. Appendix I capacity and homologation requirements do not convey entry to the class:
  - a) The make, model year of the machine must be noted below for it to be eligible
  - b) The current balancing rules must be applied to the time of competition.
  - c) Unless specified in Appendix I, or below no other modifications are allowed.
2. Specific to each model specified and can be amended with Road Race Commissioner Approval at any time through the year to ensure continued parity of machinery within the class.

## **Eligible Machines and Performance balancing modifications allowed.**

### **Husqvarna Vitpilen 2020-2022**

The following items may be used or changed as outlined.

- Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.
- Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.

The following items must remain stock and unmodified.

- Exhaust: Slip on or bolt on muffler only, original header pipe from the 2014-2021 model, or the 2022 onwards model must be used. All exhaust components after the header pipe including links, catalytic converter, pre-muffler and muffler may be replaced.

### **Kawasaki EX300 Ninja 2013-2018**

The following items may be used or changed as outlined.

- Airfilter: The OEM airfilter element can be replaced with an aftermarket air filter element. Exhaust: The complete OEM exhaust can be replaced with a full aftermarket exhaust.
- Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.
- Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.
- Snorkel 14073A on the Kawasaki parts list can be removed.

### **Kawasaki EX400 Ninja 2018-2022**

The following items may be used or changed as outlined. The following item(s) must be used.

- MNZ Supplied airbox intake snorkel restrictors must be fitted to both intake snorkels and cannot be modified.
- i. Internal dia 13.5mm . These must be the MNZ supplied item – no other restrictors are to be used.
- Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are to remain as per supplied by the manufacturer.
- Exhaust: Rear muffler only can be changed. Original "Manifold comp-exhaust" as shown on the Kawasaki parts diagrams (including headers, catalytic converter and mid pipe) must be retained and used. The catalytic converter can be wrapped with heat resistant material to protect bodywork. Only exhaust components after the Manifold comp-exhaust may be replaced.

### **KTM RC390 2014-2021**

The following items may be used or changed as outlined.

- Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.
- Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.

The following items must remain stock and unmodified:

- Exhaust: Slip on or bolt on muffler only, original header pipe must be used. All exhaust components after the header pipe including links, catalytic converter, pre-muffler and muffler may be replaced.

### **KTM RC390 2022-**

The following items may be used or changed as outlined.

- Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.
- Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.

The following items must remain stock and unmodified.

- Exhaust: Slip on or bolt on muffler only, original header pipe from the 2014-2021 model, or the 2022 onwards model must be used. All exhaust components after the header pipe including links, catalytic converter, pre-muffler and muffler may be replaced.

## **Yamaha**

### **YZF-R3 2015-2022**

The following items may be used or changed as outlined.

Exhaust: The complete OEM exhaust can be replaced with a full aftermarket exhaust.

Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.

Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method.

#### Airbox and Airfilter:

- Intake duct (Aka snorkel) OEM Yamaha part number BR5-E4437-00 or 1WD-E4437-00 can be removed
- ***OEM Yamaha part "Funnel Air" 2MS-E4469-00 (the long funnel) and Yamaha part " Funnel 2 " 2MS-E446C-00 (short funnel) can be freely changed with any after-market velocity stacks.***
- Airfilter: The OEM airfilter element can be replaced with an aftermarket air filter element.
- Airbox airfilter covers (aka Cap, Cleaner Case 1 & 2 OEM Yamaha parts 1WD -E4422-00 & 2MS—E4412-00). The adjacent flat areas of these covers to the left and right of the airfilter only may be relieved to allow airflow as per photos. The underlying strengthening ribs and airfilter hold down tab must be retained and actively hold the filter down. No other material may be removed from these covers adjacent to the intake funnels or to the main airbox body.

#### MT03 2016-2021

The following items may be used or changed as outlined.

Exhaust: The complete OEM exhaust can be replaced with a full aftermarket exhaust.

Model specific 'plug and play' engine controllers to modify fuelling and ignition timing.

Ignition, Engine Control Module/Unit (ICM, ECU, ECM) and wiring loom must remain standard. Internal maps or limits are free to change by means of reflashing. Fuelling may also be modified by this method

#### Airbox and Airfilter:

- Intake duct (Aka snorkel) OEM Yamaha part number BR5-E4437-00 or 1WD-E4437-00 can be removed
- ***OEM Yamaha part "Funnel Air" 2MS-E4469-00 (the long funnel) and Yamaha part " Funnel 2 " 2MS-E446C-00 (short funnel) can be freely changed with any after-market velocity stacks.***
- Airfilter: The OEM airfilter element can be replaced with an aftermarket air filter element.
- Airbox airfilter covers (aka Cap, Cleaner Case 1 & 2 OEM Yamaha parts 1WD -E4422-00 & 2MS—E4412-00). The adjacent flat areas of these covers to the left and right of the airfilter only may be relieved to allow airflow as per photos. The underlying strengthening ribs and airfilter hold down tab must be retained and actively hold the filter down. No other material may be removed from these covers adjacent to the intake funnels or to the main airbox body.



Left side air box Cover (Yamaha MT03 and YZF-R3 2015 onwards)



Right side airbox cover (Yamaha MT03 and YZF-R3 2015 onwards)