

# **1 Technical Regulations**

## **1.1 Machines and Riders**

All machines entered must comply with the following ASBK Technical Regulations and GCRs.

Supersport 300 - 250/300/500cc single or twin cylinder 4-stroke: Capacity and configuration as per GCR's

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### **1.1.1 Junior Competition Classes Age Range & Class Capacity**

- 13 to under 16 - 250/300/500 Production

## **1.2 Eligibility of Supersport 300**

Eligible Supersport 300 models for racing in SA:

- Kawasaki Ninja 300
- Kawasaki Ninja 250
- Kawasaki Ninja 400 (Refer to Appendix A)
- Kawasaki Z400
- Honda CBR 250
- Honda CBR 300
- Yamaha YZF-R3
- Yamaha MT03
- KTM RC390
- KTM 390 Duke
- Benelli 302

Other brands and models may be approved upon request and this list updated throughout the year. Contact MSA for details.

## **1.3 Technical Inspection**

Technical Inspection may include ECU testing to ensure bikes are conforming to the regulations.

ECU's may be swapped between bikes at race meetings at random to ensure compliance.

## **1.4 Eligibility Checks**

- 1.4.1** Eligibility checks can take place at any time during the round. Machines which suffer accident damage in practice, qualifying or race sessions must be re-examined by the technical officers before participating again.

## **1.5 Rider Numbers**

The following outlines the required color for competitor numbers and plates. Number size, font, advertising and finish must comply with the GCR's

**Supersport 300**      Reflex Blue background, White number Ariel Bold font.

# Technical Regulations: Production (SSP300)

## 1.5.1 Permitted Modifications

1.5.1.1 The following may be replaced or modified:

- a) Fairings and streamlining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame
- c) Spark plug type
- d) External gearing and chain, but not chain pitch
- e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model
- f) Exhaust system and mounting brackets. Titanium headers may only be used or replaced if titanium fitted as OEM
- g) Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed
- h) Rear suspension damping units and springs
- i) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp
- j) The Top Triple Clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or Clip On handlebars, provided it is of the same offset as OEM clamp
- k) Footrests and foot controls, but the replacements must be mounted at the original mounting points
- l) Air filter element
- m) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument functions
- n) Key start ignition barrel and associated cables
- o) Fuel tank filler cap assembly providing there is no modification to fuel tank required
- p) Throttle assembly and cables may be replaced.
- q) External Airbox Snorkel can be modified or removed. No modifications to the construction of the airbox are permitted.
- r) Clutch Plates and Springs

1.5.1.2 The OEM top rear chain guard may be removed.

1.5.1.3 The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed.

1.5.1.4 The following may be removed:

- a) Passenger handholds and footrest assemblies,
- b) Air injection pollution control system,

## 1.5.2 Permitted Additions

The following may be added:

- a) Steering damper
- b) Fuel injection/ignition control units that plug into the original electrical connectors with no modification to the wiring harness, except throttle position sensor **connection**, additional connections to optional sensors, inputs and modules are not permitted. Standard OEM ECU must be retained and operative.
- c) Frame protective sliders
- d) Commercially available brake lever protection.

# **Technical Appendices**

## **Appendix A: Kawasaki Ninja 400 Technical Rules**

### **1. Machine Eligibility**

These rules and regulations apply to the Kawasaki Ninja 400 contesting the SS300 class at Club, State and National level.

### **2. Compulsory Modifications**

The following must be removed:

- a) Head lamp
- b) Tail lamp
- c) Reflectors,
- d) Horn
- e) Traffic indicators
- f) Mirrors
- g) Centre and side stands
- h) Registration plate / bracket and label holder
- i) Passenger footrests

### **3. Permitted Modifications**

#### **3.1 The following may be replaced or modified**

- a) Fairings and streamlining including screen, rear body work and seat section, mudguards, tank covers. Providing the replacements are of the same shape and appearance as the original
- b) Mounting bracket for fairing, screen and instruments, but replacements must be mounted in the original position on the frame
- c) Spark plug type
- d) External gearing and chain, but not chain pitch
- e) Brake pads, linings, brake hoses, and brake discs. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original OEM caliper and wheel mounting. The outermost diameter and material must remain the same as OEM for the model
- f) Exhaust system; a slip-on muffler is permitted, however the headers, to where the original muffler unit only joins, must remain as OEM
- g) Handlebars, handlebar ends, grips and handlebar mounted levers. Handlebars may be repositioned underneath the top triple clamp
- h) The top triple clamp may only be changed to a commercially available clamp to accommodate for the repositioning of the standard handlebars or clip on handlebars, provided it is of the same offset as OEM clamp
- i) Footrests and foot controls, but the replacements must be mounted at the original mounting points
- j) Engine and gearbox breather tubes and the radiator bottle overflow must exhaust into the air box to the rear of the intakes. The lower air box breather tubes must be blocked
- k) Instruments may be replaced with non-OEM parts providing the replacement instrument functions are equal to or less than OEM instrument function
- l) Key start ignition barrel and associated cables
- m) Fuel tank filler cap assembly providing there is no modification to fuel tank required
- n) Throttle assembly and cables may be replaced
- o) Front fork oil height and weight
- p) Front suspension, springs, damping parts and fork top caps may be modified or replaced, but the external appearance of the forks must not be changed.
- q) Rear suspension damping units and springs.
- r) Clutch Plates and Springs

#### **3.2 The following may be removed**

- a) OEM top rear chain guard,
- b) Pollution system, (Emission Control System)
- c) The Anti-Lock Brake System (ABS) can be disconnected and the ABS control unit may be removed. The ABS wheel rotors and sensors may be removed

#### 4. Permitted Additions

The following may be added:

- a) The standard OEM ECU must be retained and will be required to be reprogrammed prior to taking part in any competition.
- b) Steering damper.
- c) Frame protective sliders,
- d) Radiator guards.
- e) Commercially available brake lever protection.

#### 5. Compulsory Additions

##### 5.1 Engine case protectors as per GCR's for Road Race

##### 5.2 ECU Programming:

- a) All competitors must have their ECU reprogrammed by having the rev limiter set prior to taking part in any competition. **An RPM Limit of 9650 will be applied**
- b) A cost of \$200 will be incurred by competitors to have the ECU reprogrammed and this must be completed by Andrew Hiscox prior to the event. He will mark and keep a register of all ECU's and machines that have had the reprogramming completed
- c) Competitors will be able to send their ECU to Andrew Hiscox for the purpose of having their ECU reprogrammed. A self- addressed prepaid return parcel container and the VIN of the machine, riders name and race number must be supplied at this time
- d) Alternatively, this service will only be available at rounds of the South Australian Championship if the competitor chooses to have the reprogramming completed there, however it must be completed prior to any on track activity
- e) Reprogramming will be checked at the discretion of Technical Officer Andrew Hiscox or at the request of the Steward or Clerk of Course
- f) Any rider competing in the SS300 class may be requested to exchange ECUs before or between races, at the discretion of the officials.

## Kawasaki Ninja 250/300

6.0) For competition in SA events the following additional modifications are permitted.

**Note** These bikes are no longer eligible for ASBK competition if modified as per below:

#### Cylinder head mods

Upgraded valve springs

Camshafts

Cam Chain

Porting

Head gasket

#### **NO HIGH COMPRESSION PISTONS**

Radiator upgrade

Airbox mods

Solid Front Engine mounts

#### **ECU**

Can be reprogrammed

#### **Front Brake Modification**

Front brake caliper can be replaced with a suitable 2 or 4 pot item including suitable mounting bracket and compatible master cylinder.

There is a list of tried and tested parts that are available, please email Andy [andrewmarkhiscox@gmail.com](mailto:andrewmarkhiscox@gmail.com) for more information

**Note: No other modification other than those listed in these rules and regulations are permitted.**

These rules and regulations maybe altered from time to time by MA to ensure fair and even competition within the SS300 class.



