

APPENDIX B

DRAFT SUPERSPORT NEXT GENERATION TT TECHNICAL REGULATIONS 2026

Machines competing in the 2026 Isle of Man TT Races must comply with the Isle of Man TT Supersport Next Generation Technical Regulations as outlined below. **Please note these regulations may be subject to amendment to align with issuance of 2026 British Supersport Championship regulations with regard to Next Generation machines and any amendments made by the Race Management Team, which will be issued by means of a Bulletin and published by the Race Organisers.**

For clarity, any amendments made to the MCRCB Supersport Next Generation technical regulations, the TT Supersport Next Generation technical regulations will follow suit.

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

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

TT Supersport motorcycles require the relevant FIM or MCRCB homologation (see Homologation procedure) and must be on the MCRCB list of Authorised Motorcycles. 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.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period as stated in the FIM Homologation list 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 Supersport 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.

1. MACHINE SPECIFICATIONS

- 1.1. All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.
- 1.2. For clarity, MOTEC, kit ECUs or Looms are strictly forbidden.
- 1.3. Refer to the MCRCB parts list for Supersport Next Generation.

2. BALANCING VARIOUS MOTORCYCLE CONCEPTS

- 2.1. In order to equalize the performance of motorcycles used in the TT Supersport Races a system of performance enhancements or restrictions, such as but not limited to authorised parts, minimum weight, air restrictor or Rev Limit, may be developed or applied according to their respective racing performances.
- 2.2. The balancing system factors to be applied to a Supersport next generation motorcycle will be based on those in use by the Motorcycle Circuit Racing Control Board (MCRCB) in the 2026 British Supersport Championship.
- 2.3. Authorised parts and restrictions will be as documented in the MCRCB Authorised Parts list or these TT Supplementary Regulations.
- 2.4. The authorised parts list supersedes all the following regulations.

3. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES (SUPERSPORT ONLY)

TT Supersport Next Generation motorcycles require the relevant FIM or MCRCB homologation (see Homologation procedure) and must be on the MCRCB list of Authorised Motorcycles.

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 Race Management Team / Technical Director. All machines must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will be known as Supersport Next Generation Machines.

Manufacturers may resubmit currently homologated machines as Supersport Next Generation.

All machines must meet requirements of the Supersport Next Generation regulations

4. MINIMUM WEIGHT

- 4.1 The minimum weight will apply to the motorcycle only. There will be no weight limits with regard to the rider or combined machine / rider for Supersport at the TT.

Brand	Minimum Weight
Ducati Panigale V2	161kg
Honda CBR600RR	161kg
Kawasaki ZX-636R	161kg
MV Agusta F3 800	161kg
Suzuki GSX-R750	161kg
Triumph ST765RS	161kg
Yamaha YZF-R6	161kg
Yamaha YZF-R9	161kg

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- 4.2 At any time during the event, the weight of the whole machine (including the fuel tank and its contents) must not be less than the minimum weight.
- 4.3 There is no tolerance on the minimum weight of the motorcycle.
- 4.4 In the post-race inspection, the checked machines will be weighed in the condition they were at the end of the race.
- 4.5 The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres.
- 4.6 During the practice/qualifying sessions competitors may be asked to submit their motorcycle to weight control which the competitor and his team must comply with.
- 4.7 The use of ballast is allowed in order to stay over the minimum weight limit. This must be securely mounted to the main body of the chassis and be declared at technical inspection.

5. FUEL

- 5.1. Fuel for all practices and races must comply with the ACU Specification as outlined in Section 6 of these Regulations.

6. TYRES

For the avoidance of doubt Slick tyres may be used on ALL solo classes at the TT but are not mandatory.

- 6.1. Tyres may be replaced from those fitted to the homologated motorcycles.
- 6.2. Any suitable tyre may be used and must be less than three years old since the date of manufacture as determined by the manufacturer's production date stamp on the tyres side wall.
- 6.3. A tyre that falls outside the three-year age limit may only be used providing that the tyre has been supplied, and fitted, at the event by one of the events approved on site tyre suppliers and has an official event date control decal affixed to its sidewall, adjacent to the manufacturers date stamp at time of fitting.
- 6.4 There are no controlled tyre regulations for the TT.
- 6.5 Tyre warmers must be used.
- 6.6 Any tread pattern must be made exclusively by the manufacturer when producing the tyre.
- 6.7 Additional tread grooves, cuts etc. are allowed provided that they are made by a tyre manufacturer or by a person duly authorised by the tyre manufacturer. Such modified tyres must bear the distinguishing mark or stamp of the manufacturer. This stamp must be placed near to the manufacturer's mark.

6.8 Tyre pressures must remain within the tyre manufacturers recommended range.

6.9 The tyre direction (where applicable) and date of manufacture should be highlighted in tyre paint or other such marking as to clearly identify.

7. **ENGINE**

No modifications may be made to the engine unless noted in the text or in the MCRCB Authorised Parts List v1.7.

<https://www.msvracing.com/bikes/document-store/> >2026 MCRCB Authorised Parts List v1.7

7.1 **Fuel injection system**

a. The original homologated fuel injection system must be used without any modification.

7.2 **Cylinder head and Valvetrain**

Cylinder head and the Valvetrain must be the originally fitted and homologated parts. The following modifications are allowed:

a. The throttle body intake insulators may be modified to match their inner surface to the cylinder head and throttle body.

b. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.

7.3 **Cam sprockets or cam gears**

a. Camshafts timing is free IF the originally fitted pulleys/gears allow it. Bolt holes may be elongated into slots for this purpose. If the gear is fixed then it may be replaced ONLY if listed in the MCRCB Authorised Parts List

7.4 **Crankcase / Gearbox housing**

a. Crankcases must be the originally fitted and homologated parts with only the following modification allowed.

b. One thread may be altered or created to allow for oil pressure/temperature measurement. The sensor must be positioned so it cannot sustain impact in the case of a crash. The sensor cannot be mounted directly into the crankcases but must be on a flexible braided hose to reduce vibration and temperature reaching the sensor. The original oil pressure switch may be used as originally installed.

7.5 **Lateral covers and protection**

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 the original one.

- b. Titanium bolts may be used to fasten lateral covers.
- c. 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 or steel or titanium, composite covers are not permitted.
- d. The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
- e. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- f. Covers from the MCRCB Authorised Parts List will be permitted without regard of the material or dimensions.
- g. These covers must be fixed properly and securely with a minimum of three (3) with case cover screws that also mount the original covers/engine cases to the crankcases.
- h. Oil containing engine covers cannot be secured with aluminium bolts.
- i. The Technical Director has the right to refuse any cover not satisfying this safety purpose.

7.6 Transmission / Gearbox

- 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: Replacement first gear no longer allowed.
- 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. Polishing, surface treatment, and heat treatment of all gearbox components is allowed.
- f. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- g. The front sprocket cover may be modified or eliminated.
- h. Chain guard as long as it is not incorporated in the rear fender may be removed.

- i. A support may be added to the gearbox shift shaft to reduce flex, this may be a separate part or integrated into a cover

7.7 Clutch

- 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 but may be reinforced.
- 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. Human power is excluded from the ban.

7.8 Oil pumps, and oil lines

- 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.
- d. External oil filters must be secured using a suitable hose clamp (jubilee type) and secured with lock wire in such a way as to prevent it from undoing. **Oil filters with drilled HEX or HEX heads are not to be used.**

7.9 Cooling System

- a. The only liquid engine coolants permitted will be water.
- b. The radiator may be changed with an aftermarket radiator or 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.
- c. Modifications to the homologated oil-cooler are allowed only if they do not require any modifications to the main frame or to the fairings' outer

appearance. A heat exchanger (oil/water) may be replaced with an oil-cooler.

- d. Protective meshes may be added in front of the oil and/or water radiator(s).
- 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. Radiator Cap is free.
- h. The oil cooler must not be mounted on or above the rear mudguard.

7.10 Airbox

- 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.

7.11 Fuel supply

- a. Fuel pump and fuel pressure regulator must be the originally 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 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.
- d. Fuel level sensors may be removed or fixed in position.
- e. Quick connectors or dry break connectors may be used.
- f. Fuel vent lines may be replaced.
- g. Fuel filters may be added.

7.12 Exhaust system

- 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(s) 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.
- e. Supersport Next Generation machines may have limitations on the exhaust specification defined at the time of the balance test and specified in the MCRCB Authorised Parts List. If an exhaust system manufacturer wishes to authorise 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 MCRCB Authorised Parts List.

8. ELECTRICS AND ELECTRONICS

8.1 Electrics and Electronics

- a. The ECU and Dashboard must be the Supersport control units as documented in the MCRCB Authorised Parts List. The sole official supplier of the Control Electronic System is Solo Engineering. www.soloengineering.com, sales@soloengineering.com Those parts are the WSS600_A (MKE7) ECU and DAS-SOLOWSS3-D1 (ADU5) and the units must feature the Soloengineering's official Labelling.
- b. The firmware and manufacturer (engine) map must be declared Authorised by the championship and published here on the online system.
- c. No other external modules may be fitted except:
 - 1. Part of a quickshifter where the module may only provide a signal to the control ECU.
 - 2. Championship mandated devices (e.g. 2 way RF system).
 - 3. Datalogger.
 - 4. Additional external lambda driver module

d. 2 CAN connections must be made available for Championship 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 Technical Director. Connector spec: JST 04R-JWPF-VSLE-S

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

e. The rain light must be powered and switched exclusively by the ECU (as detailed in the harness schematics).

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

g. During an event the Technical Director has the right to ask a team to substitute their ECU. The change has to be done before Sunday warm up.

h. During an event the Technical Director 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.

i. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless stated. No other sensors may be fitted:

1. Throttle position Sensor(s)
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 (Gas)
6. Front Speed (add only if not available OEM)*
7. Rear Speed (add only if not available OEM)*
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. Bosch Lambda Sensor (per cylinder allowed using MKL)
16. Fork position
17. Shock position
18. Front brake pressure
19. Rear brake pressure
20. Fuel pressure (not temperature)
21. Oil pressure
22. Oil temperature
23. Switches (Left and right)

* The OEM phonic/speed sensor rings must be used (ZX636 for ZX6)

j. The data logger must be from the MCRCB Authorised Parts List (Data Logger List).

The characteristics of Authorised 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 Parts Listed in section 1.6.8.2.k.
4. The logged data must be available to the Technical Director (uploaded to secure fileshare or via flash drive). The logger must log any channels/signals requested by the series.

5. The ECU may log data exclusively for the Championship. It will be used for BOP and diagnostics purposes.

k. Only the following may be connected directly to the logging system.

1. GPS Unit (Lap timing and track position)
2. Rear tyre temperature (Infra-Red)(External)(Maximum 3)
3. Rear TPMS Monitor (Temperature and Pressure, must be CAN)**
4. Front TPMS Monitor (Temperature and Pressure, must be CAN)**
5. Any exceptions noted in MCRCB Authorised Parts List.

** Must be from the MCRCB Authorised Parts List

l. Telemetry is not allowed.

m. 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.

n. All shift lights must be only 'White'.

o. For Supersport Next Generation: If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com. Their basic layout, switch function, position and colour must follow those supplied in the kit.

p. Plug caps and coils must remain as homologated.

q. Electric cables, harness, connectors, battery and switches are free but the harness must comply with the wiring schematic that is available from www.soloengineering.com.

r. Spark plugs and wires may be replaced.

9. Generator, alternator, 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 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.

10. Frame Body and Sub-frames

- 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. ~
- 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: 30mm).
- e. Nothing else may be added or removed from the frame body.
- f. All motorcycles must display a unique 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. 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.
- k. The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

Steering Stem Position:

- l. Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert may protrude axially more than 1.5 mm outside the original steering head. The bearing position may be moved a maximum 4mm forward and aft in the plane of the original bearing.
- m. These parts must be on the MCRCB Authorised Parts List and freely available with a price limit of €180 / pair.

Swingarm Pivot Position:

- n. If the original chassis includes adjustable/replaceable inserts for the swingarm pivot position then they may be replaced. The swingarm pivot position may be moved radially by a maximum of 3mm.
- o. If the original chassis does not include adjustable/replaceable inserts then the swingarm pivot (axle) may be replaced to allow offset bushes in both the frame and to support the swingarm pivot bearings. The pivot axis may be moved a maximum of 3mm radially from the homologated position.
- p. A modification may be made to the frame to locate or lock the pivot axle ONLY with prior written approval of the Technical Director following application including drawings and full details of the modification.
- q. These parts (as complete kits) must be on the MCRCB Authorised Parts List and freely available with a price limit of E600 / set.

11. Suspension- General

- a. Participants in the Supersport class must only use units from the MCRCB Authorised Parts List. The retail price limits (excluding taxes) are:

- 1. 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 €2450 excluding tax b. 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 €2000 excluding tax.
- 2. The Authorised 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.
- 3. 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.

- 4. 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.
- 5. The suspension manufacturers are allowed to offer service contracts when the team is using the Authorised suspension products. The suspension manufacturers cannot demand a service contract for a customer or participant

in order to obtain a suspension product.

6. No aftermarket or prototype electronically-controlled suspensions may be used. If electronically controlled suspension is originally fitted to the machine it must be replaced by conventional parts.
7. Electronically controlled steering damper cannot be used if not installed in the homologated model for road use. If an electronics model is fitted to the homologated machine then it can be used - however, it must be completely standard (any mechanical or electronic part must remain as homologated).

12. Front forks

a. Forks must be the originally fitted and homologated parts with the following modifications allowed:

1. Original internal parts of the homologated forks may be modified or changed.
2. Only aftermarket damper kits or valves from the MCRCB Authorised Parts List may be installed.
3. Fork springs may be modified or replaced.
4. Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18mm 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.
5. The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.
6. The fork kit manufacturer will be wholly responsible for ensuring the safe operation of the fork.
7. Dust seals may be modified, changed or removed if the fork is totally oilsealed.
8. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
9. The front fender mounts integrated in the fork lower may be modified or removed and replaced.
10. Fittings for suspension stroke sensors (potentiometers) may be attached.
11. The axle bore in the fork lower cannot be modified. The front axle nut/sleeve may be added or modified and/or made captive.

12. The triple clamp assembly (Upper clamp, lower clamp and stem) may be replaced. The parts may be manufactured by the team but must be listed on the MCRCB Authorised Parts List at least 2 weeks before their first use during official sessions and be freely available for other teams to purchase (and supplied within 4 weeks of a paid order). The registration of the parts must include dimensioned drawings and photographs to allow easy identification. Failure to meet these requirements will result in the points earned using the parts being removed. The price limit for the complete assembly is €1250.

13. A steering damper may be added or replaced with an aftermarket damper.

14. The steering damper cannot act as a steering lock limiting device.

13. Rear fork (swing-arm)

- a. The rear fork (Swingarm) must be the originally fitted and homologated part with no modification allowed.
- b. Rear axle chain adjuster may be modified or changed. The wheel axle nut may be replaced and/or made captive.
- c. Rear axle chain adjuster slot may be enlarged to allow the brake calliper mounting to become captive.
- d. 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. Brackets/mounts for rear wheel stand bobbins may be added to the rear fork by welding or bolts. No fork style stand brackets are allowed, the stand must use forks and the swingarm use bobbins.
- e. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
- f. Wheel support rails/guides may be added to permit quick wheel changes.
- g. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

14. Rear suspension unit

- a. Rear suspension unit (shock absorber) may be replaced with a unit from the MCRCB Authorised Parts List (see 1.6.9.2.b).
- b. The original attachment points to the frame and rear fork (or linkage) must be as homologated.
- c. The rear suspension linkage assembly (all parts including bearings) may be replaced.

1. The approved unit must be the rear suspension linkage assembly (but may exclude bearing ONLY if they match the original OEM parts).
 2. The parts may be manufactured by the team or external supplier but must be listed on the MCRCB Authorised Parts List at least 2 weeks before their first use during official sessions and be freely available for other teams to purchase (and supplied within 4 weeks of a paid order).
 3. The registration of the parts must include dimensioned drawings and photographs to allow easy identification.
 4. Failure to meet these requirements will result in the points earned using the parts being removed.
 5. The price limit for the complete assembly is €600.
- d. 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.

15. Wheels

- 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 may be modified or replaced but must be of the same material as the originally homologated part. The shank section of the axle must remain the same diameter as the originally homologated axle but the threaded area may be reduced in diameter.
- f. Wheel spacers can be modified or replaced.
- g. Bearing spacers are free.
- h. Wheel balance weights may be discarded, changed or added to.
- i. Angled aluminium or steel inflation valves are compulsory.
- j. The only allowed rim sizes are:

Wheels Size	
Front	3.5"
Rear	5.5"

In the case the machine is not fitted with the aforementioned sizes, a single alternative wheel will be agreed between the manufacture and the 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.

16. Brakes

- 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 320mm. 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. The maximum thickness of the brake disc is 6mm.
- c. Only Steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.
- d. 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. Spacers may be fitted between the caliper and fork lower to fit larger diameter discs. Bolts must have correct length shanks.
- e. Rear brake callipers must be the originally fitted and homologated parts with no modification allowed. The mounting points must remain as homologated
- f. The rear brake caliper carrier/hanger may be replaced and the position of the Caliper moved. An underslung position of the caliper is allowed. The mount, carrier, hanger, may have the axle bore sleeved to capture the brake calliper assembly to the swingarm to permit quick wheel changes.
- g. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims, heatsink or spacers to the calipers, between the pads and the calipers, these may be positively retained by clipping to the brake pad or to the brake caliper piston. They must be metallic (including titanium) and must be from the MCRCB authorised parts list.
- h. and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper. If the caliper manufacturer makes available a replacement piston-specific to the caliper and on the MCRCB authorised parts list it may replace the original pistons.
- i. The front brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a unit from the MCRCB Authorised

Parts List. The retail price limit for the front master cylinder (including lever) is €350. The brake lever design is free.

- j. The rear brake master cylinder must can be the originally fitted and homologated parts with no modification allowed or may be replaced with a unit from the MCRCB Authorised Parts List. The retail price limits are:

1. Thumb brake (including lever and mounts) €450
2. Hand brake €450
3. Foot operated master cylinder €300

The use of thumb or hand brakes is allowed in addition to or instead of the foot operated system. An adaptor may be fitted to the reservoir input of the OEM master cylinder to facilitate this.

- k. 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. 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.

- l. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

- m. Additional air ducts are not allowed.

- n. The ABS System must be removed.

- o. 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. Composite guards are not permitted. Guards from the MCRCB Authorised Parts List will be permitted without regard to the material. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

17. **Handlebars and hand controls**

- 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. Only the OEM Ride By Wire 'Grip' (Gas) sensor unit may be used or an optional unit from an OEM supplier (motorcycle specific) from the Authorised Parts List –
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- e. Clutch assembly and brake lever may be replaced with an after-market 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.

18. Foot rest and foot controls

- a. Foot rests, 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. 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 aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

19. Fuel tank

- a. Fuel tank must be the originally fitted and homologated parts with no modification allowed unless stated otherwise in the MCRCB Authorised Parts List.
- b. All fuel tanks must be completely filled with fire retardant material (opencelled 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.

20. Fairing / Bodywork

- 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 +/-10mm 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 +10mm maximum. The decision of the Technical Director is final.
- d. For Supersport Next Generation- The fairing has a tolerance of +/-8mm from the original homologated road fairing, respecting the design and features of 156 the homologated fairing and any articles below. The overall width of the frontal area may be +5mm maximum. The decision of the Technical Director is final.
- e. Wind screen may be replaced.
- f. Fairing brackets may be altered or replaced.
- g. The ram-air intake must maintain the originally homologated shape and dimensions.
- h. 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 dashboard mounting) then the airflow passage must retain the homologated internal shape and the part must be listed in the MCRCB Authorised Parts List. Material is free. Particle grilles or "wire-meshes" originally installed in the openings for the air ducts may be removed. Flap valves systems may be removed or fixed in position. 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 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 not have a drain hole.
- 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. Supersport Next Generation, in the event that the proposed machine is not fitted with a fairing, then a fairing from the manufacturers range may be used by agreement with Race Direction and the Technical Director. A bellypan is compulsory.

21. Seat

- a. Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform in principle to the 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.
- d. All exposed edges must be rounded.

22. Fasteners

- a. Standard fasteners may be replaced with fasteners of any material and design.

- b. Aluminium fasteners may only be used in non-structural locations.
- c. Titanium 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, internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
- d. 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.
- e. Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
- f. Thread repair using inserts of different material such as helicoils and timeserts.
- g. Fairing/bodywork fasteners may be changed to the quick disconnect type.

23 Safety Lights

- a. A functioning red light must be fitted at the rear of all machines. It must be switched on at all times when the machine is on course. Lights must comply with the following:
 - 1. Safety Light must be of a robust quality and securely fitted in the approved position.
 - 2. 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.
 - 3. Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.
 - 4. Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
 - 5. The Safety light must be hard wired into the machines power supply and must turn on when the machine engine is running.
 - 6. In case of a dispute over the mounting position, visibility or suitability of the safety light, the decision of the Technical Director will be final.
 - 7. Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.
- b. See Appendix G, Fig. 2

24 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 (excepting cylinder head and base gaskets which must remain original unless noted detailed in the MCRCB Authorised parts list).

25 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.

26 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. Licence plate bracket.
- e. Tool box.
- f. Helmet hooks and luggage carrier hooks
- g. Passenger foot rests.
- 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