



ISLE OF MAN

TOURIST TROPHY

ISLE OF MAN TT RACES 2026

TECHNICAL REGULATIONS



ALTERATIONS, UPDATES AND AMENDMENTS

Any alterations, updates or amendments made to these Supplementary Regulations after they are first published will be listed here.

Version Number	Author	Purpose / Change	Section / Para	Date
1	G Thompson	Sidecar Regulations: Updated Appendix E. Sect 9.1 and new 9.2	Appendix E 9.1 and 9.2	10/12/25
2	G Thompson	Superstock Regulations: Appendix C, para 5 amended to read: Superstock motorcycles require FIM Homologation. 'Or prior approval from the Race Organiser' has been removed.	Appendix C Para 5.	15/12/25

Anything not included in these Regulations is strictly prohibited.

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WELCOME

ISLE OF MAN TT RACES 2026

Dear TT Competitors and Teams

You will note the Regulations have been split. This document provides for all Technical Regulations. There are two other documents you need for TT 2026 and those are:

- | | |
|---------------------------|---|
| Supplementary Regulations | – All sporting matters |
| Event Information | – such as Entry Management, Signing On / Rider Briefing, Paddock information. |

Be reminded, all competitors need to ensure they have a medical conducted by their own GP / doctor before they get to the Island, the practice of arriving on the Island and expecting the Chief Medical Officer to carry out a medical in order to satisfy the Mountain Course Licence has ceased.

Pre-event technical checks will take place on all Sidecar machines and for 2026 all Superstock machines will be subject to a pre-event technical check.

Finally, I wish you all the very best for your preparations for the 2026 racing season and look forward to seeing you all in May.

Yours in sport



Gary Thompson MBE BEM
Clerk of the Course
Isle of Man TT Races

SECTION 1

TECHNICAL INSPECTIONS

TECHNICAL INSPECTION OF RIDER PROTECTIVE EQUIPMENT

1.1 Inspections will take place in the Hospitality marquee on Saturday 23th May and Sunday 24th May:

1.1.1 Saturday 23rd May 10:00 – 12:00

1.1.2 Sunday 24th May 10:00 – 12:00

1.2 The following must be produced during technical inspection of clothing. If a competitor has more than one item of kit (i.e. 2 sets of leathers) which they intend to use, these must be presented during technical inspection:

1.2.1 All helmets

1.2.2 All leathers

1.2.3 All airbags

1.2.4 All boots

1.2.5 All gloves

1.2.6 Identity tags

1.2.7 Back Protector

1.2.8 Chest protector (Compulsory for solo competitors, discretionary for sidecar competitors)

1.2.9 Pit crew fireproof overalls and PPE.

1.3 See Section 2 for clothing specification

1.4 Additional technical inspections of competitor equipment will take place during the event.

PRE-QUALIFYING TECHNICAL INSPECTIONS

1.5 All machines must pass through the Technical Inspection bay for inspection and approval prior to each qualifying session, during the times listed. Machines will not be approved if their appearance is not appropriate to the status of the event. Competitors shall remove fairings from their machines if required by the Chief Technical Officer.

1.6 All machines must meet the required technical specification laid down in these regulations, or as instructed in any subsequent Technical Bulletin, and must be fitted with:

1.6.1 The correct number board and numbers

1.6.2 Transponder, sufficiently charged and correctly fitted

1.6.3 GPS Tracker, sufficiently charged and correctly fitted

1.6.4 After technical examination, machines must be placed in the Assembly Area. Tyre warmers must then be fitted.

PRE-QUALIFYING TECHNICAL INSPECTION TIMES

MONDAY 25th MAY

Newcomer Solos and Sidecars

08:00 – 08:20

SPORTBIKE

Nos 51 upwards 08:20 – 08:40

Nos 25-50 08:40 – 09:00

Nos 1-24 09:00 – 09:20

SIDECARS

Nos 21 upwards 09:30 – 09:50

Nos 1 – 20 09:50 – 10:10

SUPERBIKE / SUPERSTOCK

Nos 25 upwards 10:10 – 10:30

Nos 1 – 24 10:45 – 11:35

WEDNESDAY 27th MAY

SPORTBIKE

Nos 51 upwards 10:20 – 10:40

Nos 25-50 10:40 – 11:00

Nos 1 - 24 11:00 – 11:20

SIDECARS

Nos 1 – 20 11:30 – 11:50

Nos 21 onwards 11:50 – 12:10

SUPERBIKE / SUPERSTOCK

Nos 51 upwards 12:10 – 12:30

Nos 25-50 12:30 – 12:50

Nos 1-25 12:50 – 13:10

TUESDAY 26th MAY

SUPERBIKE / SUPERSTOCK

Nos 51 upwards 16:00 – 16:20

Nos 25 -50 16:20 – 16:45

Nos 1 – 24 16:50 – 17:10

SPORTBIKE

Nos 51 upwards 17:10 – 17:30

Nos 25 -50 17:30 – 17:50

Nos 1 – 24 17:50 – 18:15

SIDECARS

18:15 – 19:30

FRIDAY 29th MAY

SPORTBIKE

Nos 51 upwards 10:20 – 10:40

Nos 25-50 10:40 – 11:00

Nos 1 - 24 11:00 – 11:20

SIDECARS

Nos 1 – 20 11:30 – 11:50

Nos 21 onwards 11:50 – 12:10

SUPERBIKE / SUPERSTOCK

Nos 51 upwards 12:10 – 12:30

Nos 25-50 12:30 – 12:50

Nos 1-25 12:50 – 13:10

PRE-RACE TECHNICAL INSPECTIONS - MACHINES

- 1.7 All machines must pass through the Technical Inspection bay for inspection and approval prior to each qualifying session, during the times listed. Machines will not be approved if their appearance is not appropriate to the status of the event. Competitors shall remove fairings from their machines if required by the Chief Technical Officer.
- 1.8 All machines must meet the required technical specification laid down in these regulations, or as instructed in any subsequent Technical Bulletin, and must be fitted with:
 - 1.8.1 The correct number board and numbers
 - 1.8.2 Transponder, sufficiently charged and correctly fitted
 - 1.8.3 GPS Tracker, sufficiently charged and correctly fitted
- 1.9 Applications for time extensions from the allotted pre-race examination time must be addressed to the Chief Technical Officer, in writing via the Race Office, prior to the allotted official pre-race examination time. Machines must be ready to race, with fuel added.
- 1.10 After pre-race technical examination, machines must be placed in the Assembly Area. Tyre warmers must then be fitted. There will be no Parc Ferme conditions before the start of a race. It is the responsibility of the teams and competitors to provide whatever security they deem necessary whilst the machine is held in the Assembly Area prior to the start of qualifying and racing.

PRE-EVENT SUPERSTOCK TECHNICAL INSPECTIONS

- 1.11 All Superstock machines will be required to undergo a pre-event Technical inspection in the Technical Bay at the TT Grandstand before the start of the event. This is a mandatory inspection which will be carried out under the direction of the Technical Director and the Chief Technical Officer. Dates / times of the pre-event Superstock Technical Inspections will be disseminated to all Teams once details have been confirmed.

PRE-EVENT SIDECAR TECHNICAL INSPECTIONS

- 1.12 All Sidecar Teams must present their Sidecar Outfit(s) for a pre-event Sidecar Technical Inspection. This is a mandatory inspection which will be carried out under the direction of the Technical Director and the Chief Technical Officer. Dates / times and locations of the pre-event Sidecar Technical Inspections will be disseminated to all Sidecar Teams once details have been confirmed. Failure to attend any identified pre-event Technical inspection will result in the Sidecar Team not being able to participate in any practice/qualifying session and may result in their entry to the event being withdrawn.
- 1.13 Any deficiencies identified on an Outfit during the pre-event Sidecar Technical Inspection must be rectified and re-inspected by the Technical Director / Chief Technical Officer before the machine will be allowed on the TT Course.

SECTION 6

PRE-RACE INSPECTION TIMES

SATURDAY 30th MAY

SUPERSTOCK RACE 1

Nos 30 onwards	08:15 – 09:00
Nos 1 – 29	09:00 – 09:45

SIDECAR TT RACE 1

All Sidecars	12:00 – 13:15
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TUESDAY 2nd JUNE

SUPERSPORT TT RACE 1

Nos 30 onwards	08:15 – 09:00
Nos 1 – 30	09:00 – 09:45

SIDECAR SHAKEDOWN LAP

All Sidecars	09:45 – 10:45
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SPORTBIKE TT RACE 1

Nos 30 onwards	10:45 – 11:30
Nos 1 – 30	11:30 – 13:00

SOLO PRACTICE LAP

All Solo machines	13:00 – 15:00
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FRIDAY 5th JUNE

SUPERSPORT TT RACE 2

Nos 30 onwards	08:15 – 09:00
Nos 1 – 30	09:00 – 09:45

SPORTBIKE TT RACE 2

Nos 30 onwards	10:45 – 11:30
Nos 1 – 30	11:30 – 13:00

TT SENIOR PRACTICE LAP

Nos 30 onwards	13:00 – 14:00
Nos 1 – 30	14:00 – 15:00

SUNDAY 31st MAY

RST SUPERBIKE TT RACE

Nos 25 onwards	10:45 – 11:30
Nos 1 – 24	11:30 – 12:00

WEDNESDAY 3rd JUNE

SUPERSTOCK TT RACE 2

Nos 30 onwards	08:15 – 09:00
Nos 1 – 29	09:00 – 09:45

SIDECAR RACE 2

All Sidecars	10:45 – 13:00
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SOLO PRACTICE LAP

All Solo machines	13:00 – 15:00
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SATURDAY 6th JUNE

SENIOR TT RACE

Nos 25 upwards	08:15 – 09:00
Nos 1 – 24	09:00 – 09:45

SECTION 6

TOURIST TROPHY

TYRES

- 1.14 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 tyre's side wall.

1.14.1 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 the official tyre service provider and has an official event date control decal affixed to its sidewall, adjacent to the manufacturer's date stamp at time of fitting.

NUMBER PLATES

- 1.15 The following colour combinations must be used

1.15.1 Superbike and Senior TT Races	White plates with black numbers (except for Superstock machines that will use red plates with white numbers)
1.15.2 Sidecar TT Races	Red plates with white numbers for Sidecars competing with Stock Engines. Other Sidecars can have any combination.
1.15.3 Superstock TT Race	Red plates with white numbers
1.15.4 Supersport TT Races	White plates with blue numbers
1.15.5 Sportbike TT Race	Green plates with white numbers

- 1.16 The Promoters may require a machine in any class(es) to carry a race sponsor's logo if so directed. Stickers will be provided to all competitors in the appropriate class and confirmation of this requirement will be communicated by the Promoter

- 1.17 The following colours must be used following the RAL colour table:

- 6.17.1 Black 9005
- 6.17.2 Blue 5010
- 6.17.3 Yellow 1003
- 6.17.4 Red 3020
- 6.17.5 White 9010
- 6.17.6 Green 6002

- 1.18 Each machine must display one front and two side number plates so that both front and side numbers are clearly visible to the public and marshals on both sides of the road and must comply with the following regulations:

- 1.18.1 Front Numbers must be fitted directly on the front of the fairing not on a side. All fairings must be modified to accommodate this. Where the design of the fairing makes this impossible the numbers must be affixed to both sides.
- 1.18.2 The figures must be clearly legible and like the background must be either Matt or colours to avoid reflection from sunlight.

NUMBERS

- 1.19 Numbers displayed on Solo and Sidecar machines should be visible and easy to read from a distance of at least 6 meters. The numbers should be unimpeded by other livery.

1.19.1 NOTE: In the case of any dispute concerning the legibility of numbers the decision of the Technical Director will be final. In case of difficulty in the identification of a machine, the Race Organisers reserve the right to require any competitor to use numbers as specified in the ACU Road Race Standing Regulations.

VERIFICATION OF MACHINES

- 1.20 The Organisers reserve the right to examine, require dynamometer checking and dismantling of any motorcycle that has started in any qualifying session or race, and for this purpose, to impound it and retain it in official custody for as long as may be required. Fuel samples may be taken, fuel tanks measured and weights checked.
- 1.21 In the Superbike, Superstock, Supersport and Sportbike TT classes, a dynamometer will be used to check power output, RPM limit etc. If directed to do so by the Technical Director, machines must be submitted for dynamometer testing within the time limit specified.
- 1.22 In all Classes, at least the first three machines plus up to three at random as selected by the Technical Director will be required to undergo a post-race dynamometer check and may be dismantled for technical examination. Similar checks and dismantling may be required for machines entered in other races. Fuel samples will be taken, fuel tanks measured and weights checked.
- 1.23 Any necessary dismantling of a motorcycle shall be carried out by an accredited representative of the team and /or competitor under instructions of the Technical Inspection Officials. Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling at a later date.
- 1.24 The Organisers may also require any motorcycle to be dismantled, examined and retained for as long as is deemed necessary following an incident, in either qualifying or races.
- 1.25 All costs relating to the verification of machines are to be met by the team or competitor.

CHANGE OF MACHINE

- 1.26 An entrant wishing to change the make or model of motorcycle after entries have closed must apply to the Organisers for approval by the Clerk of the Course. The competitor must qualify on the make, model and capacity of the machine to be raced and have ridden that machine or a similar machine in the previous six months to the event.

MACHINE TESTING

1.27 The availability of machine testing will be confirmed nearer to the event.

FUEL

1.28 Fuel for all practices and races must comply with the ACU Specification as follows:

1.28.1 Normal unleaded fuel, with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON number of 90 (The Control Fuel for the British Superbike Championship meets with these specifications).

1.28.2 For clarity, please refer to the ACU Fuel regulations for Motocross and Track Racing. For clarity this specification is the same as FIM category 2 as specified at TT 2024: <https://www.acu.org.uk/Uploaded/1/Documents/Off%20Road%20Technical/Fuel-regulations.pdf>

In addition, regular pump fuel from any Isle of Man public fuel station may be used.

1.28.3 **For Sidecars:** Fuel for all practices and races is restricted to 97/99 RON fuel available from Manx Petroleum fuel stations. All other fuel types are forbidden.

1.29 These regulations strictly prohibit the use of 'Bluegas', power boosters, octane boosters and the like.

1.29.1 For the avoidance of doubt. The use of Nitrous oxide is not permitted in any class of racing machine at the TT.

1.30 It is the competitor's responsibility to provide fuel for practice and races. It is also the competitor's responsibility to ensure that his/her allocated pit lane filler, which will be provided, operates correctly. Any fuel left in fillers will be drained and removed, however it is the competitor's responsibility to check that his/her filler has been drained prior to adding his own fuel. The use of other quick-filling equipment is not permitted.

1.31 The Isle of Man Steam Packet Company has stated that fuel may only be carried in the tanks of machines; cans / barrels will not be allowed. Spot checks will be carried out and anyone found in contravention of this ruling will not be permitted passage to the Island.

1.32 Anyone wishing to import fuel into the Isle of Man must contact the Isle of Man Office of Fair Trading at:

Address: Thie Slieau Whallian, Foxdale Road, St John's, Isle of Man, IM4 3AS

Telephone: +44 (0)1624 686520

Email: iomfairtrading@gov.im

1.33 For solo machines one tank only is permitted. For sidecars two interconnected tanks are permitted.

1.34 The Organisers reserve the right at any time to take samples of fuels used.

TT PADDOCK FUEL STORE

- 1.35 The fuel store will be available from 07:00hrs to 22:00hrs, manned by the on-site First Response team. If the fuel store is not manned between these times, a mobile number will be published on site to request access to the store.
- 1.36 The Fuel Store will be located adjacent to the Assembly Area.

MACHINES ENTERED IN TWO CLASSES

- 1.37 It is permitted to enter the Superbike, Senior and Superstock TT Races on the same machine provided that this machine meets the requirements of these regulations for both classes. A competitor wishing to race one machine in two classes must indicate their intention to do so during the entry process and must then complete a separate declaration when signing on. Competitors using the same machine in both classes will appear in the results of each qualifying session for both classes (denoted by # in the Superstock qualifying results).
- 1.38 For a machine entered in the Superbike, Senior and Superstock TT races, if the Superstock machine is to be used for all three races, the qualifying plate colour used is to be the red plate (the red plate also to be used during the Superbike and Senior races).

TRANSPONDERS AND AUTOMATIC TIMING

- 1.39 All qualifying sessions and races will be officially timed using a transponder-based automatic timing system. It is the responsibility of each competitor to provide and properly fit a fully charged AMB TranX 260 transponder or a directly compatible equivalent at their own expense. A separate transponder must be provided for each machine entered.
- 1.40 The identification number(s) of the transponder must be the same as the identification number(s) submitted during the entry process for each machine and class. No additional transponder device is permitted on the machine during qualifying or races.
- 1.41 Any application for a change of transponder identification number must be made to the Clerk of the Course at least two hours before the start of a qualifying session or race.
- 1.42 Transponders are available to hire from the Race Office but these will be issued on a first come first served basis. All Transponders must be returned to the Race Office at the end of the event. Any Transponders not returned will be charged to the competitor at £1500.00 per transponder.
- 1.43 See Appendix F for fitting location details.

GPS TRACKING

- 1.44 GPS trackers will be mandated on all machines for TT 2026.
- 1.45 Fitting instructions for GPS trackers and aerals will be sent to competitors or teams once entries for the event are confirmed. GPS trackers and aerals can be forwarded to

Newcomer competitors on request, otherwise all competitors may collect their GPS trackers from the Race Office.

- 1.46 All GPS equipment must be returned to the Race Office at the end of the event. Any GPS unit or part thereof not returned to the Race Office will be charged to the competitor at £250.00 per unit.
- 1.47 Any GPS unit returned to the Race Office damaged or in a state that renders it not repairable, the competitor / Team will be subject to a charge of £250.00.

SAFETY LIGHTS

- 1.48 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:
 - 1.48.1 Safety light must be of a robust quality and securely fitted in the approved position.
 - 1.48.2 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.
 - 1.48.3 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.
 - 1.48.4 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
 - 1.48.5 The Safety light must be hard wired into the machines power supply and must turn on when the ignition is energised.
 - 1.48.6 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.
 - 1.48.7 Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.
 - 1.48.8 See Appendix G, Fig. 2

ON-BOARD CAMERAS AND DATA RECORDERS

- 1.49 The Promoter and/or a contractor appointed by the Promoter will nominate competitors to carry on-board cameras and/or associated equipment and/or telemetry data recorders on their machines.
- 1.50 Any machine must carry an on-board camera or cameras and/or associated equipment and/or telemetry data recorders if requested to do so by the Promoter and/or a contractor appointed by the Promoter.
- 1.51 On-board cameras, associated equipment, and telemetry data recorders must be fitted in any position or positions stipulated by the Promoter and/or a contractor appointed by the Promoter. Camera positions include but are not limited to:
 - 1.51.1 a forward facing 'point of view' (POV) shot through an aperture in the fairing or externally mounted to the fairing,
 - 1.51.2 a forward facing view behind the rider, or a rear view from the back of the machine mounted on the tail/seat of the machine,
 - 1.51.3 a face shot of the rider/driver/passenger mounted within the cockpit of the machine,

1.51.4 an effects shot mounted to other locations around the machine,

- 1.52 The installation of an on-board camera or cameras, associated equipment, and telemetry data recorders may only be done by the Promoter and/or a contractor appointed by the Promoter. The fitment of on-board cameras and associated equipment may be further subject to the approval of the Chief Technical Officer.
- 1.53 In general, on-board cameras, associated equipment, and data telemetry recorders will be fitted to the machine on the day of a qualifying session or race.
- 1.54 On-board cameras, associated equipment, and data telemetry recorders may require the fitment of bracketry to the machine.
- 1.55 Teams and competitors must, within reasonable limits as defined solely by the Promoter, facilitate and assist the Promoter and/or a contractor appointed by the Promoter to fulfil their requirements for on-board cameras, associated equipment, and telemetry data recorders. This may include the modification of a machine's fairing, and/or the manufacture of brackets and/or mountings for which the Promoter and/or a contractor appointed by the Promoter will assist with a specification.
- 1.56 Failure or refusal to carry on-board cameras, associated equipment, and/or telemetry data recorders by a team and/or competitor may result in sanctions by the Organiser and/or Promoter.
- 1.57 Teams and/or competitors must not adjust, modify, replace, disrupt, or interfere with the on-board cameras, associated equipment, and/or telemetry data without the express permission of the Promoter and/or a contractor appointed by the Promoter. Once fitted, this matter is the responsibility of the team and/or competitor of the machine.
- 1.58 For the avoidance of doubt, no camera other than those supplied by and fitted to a machine or competitor by the Promoter and/or a contractor appointed by the Promoter is permitted without the express permission of the Promoter. This includes the use of cameras fitted to or inside a helmet or visor.
- 1.59 For the avoidance of doubt, no competitors or machines may carry cameras other than those nominated by the Promoter and/or a contractor appointed by the Promoter.
- 1.60 For the avoidance of doubt, the Promoter owns the rights to any and all video content captured by on-board cameras, associated equipment, and telemetry data recorders.
- 1.61 For the avoidance of doubt, the Promoter owns the rights to any and all video content captured in areas requiring pass or ticket access. In addition, the Promoter owns the rights to any and all footage of, or relating to, the 2026 Isle of Man TT Races captured by persons assigned or in possession of any pass or ticket valid for the 2026 event, irrespective of whether the footage is captured from within an area requiring pass or ticket to access or not.

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- 1.62 Filming is not permitted in areas requiring pass or ticket access, or by any pass or ticket holder, without express and written permission from the Promoter in the form of a License Agreement. License Agreements are granted on a case-by-case basis, with proposals being evaluated as to whether they are in the strategic interests of the Isle of Man TT Races.
 - 1.63 Any and all footage captured in areas requiring pass or ticket access or by persons in possession of a pass or ticket is referred to as Licensed Footage, and its use is subject to a License Agreement and associated License Fee.
 - 1.64 The Promoter reserves the right to remove any content that contains Licensed Footage from sale or publish if the requisite License Agreement is not in place, or if the content does not adhere to the terms of a License Agreement.

SECTION 2

COMPETITOR AND PIT CREW PERSONAL PROTECTIVE EQUIPMENT

Please examine these regulations in detail to ensure that you have the correct equipment in order to compete at the Isle of Man TT Races. It is the sole responsibility of each competitor to obtain the correct equipment before the event. Anyone seeking clarification on this section should contact iomttraces@acu.org.uk in the first instance.

HELMETS

- 2.1 Only FIM homologated helmets according to FRHPhe-01 (with a valid FIM Homologation Label) may be allowed. A list of FIM Homologated helmets is available on <http://www.frhp.org/>. Competitors / Teams need to be aware that FRHPhe-02 (with a valid FIM Homologation Label) will be phased in by the end of 2026 to replace FRHPhe-01 in 2027.
- 2.2 Helmets which have not received FIM approval for the FIM FRHPhe-01 or FRHPhe-02 Homologation Protocol will not be accepted.
- 2.3 All helmets must display the FIM Hologram and QR Code.
- 2.4 Helmets must be no older than 5 years from date of manufacture. Any helmets with the date stamp or date code removed cannot be used.
- 2.5 The helmet's visor should be fitted and be free of scratches or defects that could impair the rider's vision.
- 2.6 It is highly recommended that a race visor capable of taking tear-offs should be used.
- 2.7 Any stickers placed on top or the bottom of the visor must encroach no more than 20mm from the edge of the visor and must not be on a solid background. All helmets must have Technical Inspection stickers or promotional stickers from other Events or Series removed prior to the TT event.
- 2.8 Any damage to the helmet above what could be considered cosmetic only will render the helmet unusable.
- 2.9 All Sidecar crews to wear matching helmets in terms of colour scheme. The helmet does not necessarily need to be the same make but FIM Homologation and matching colour scheme is mandatory. Dispensation may be granted at the discretion of the Race Organiser.
- 2.10 As part of the post-action following an incident, Manx Road Racing Medical Services (MRMS) would like to collect the helmet of those competitors involved, if the competitor has received a head injury. The helmet would then be reviewed and examined by a Medical Team that have signed a non-disclosure agreement to ascertain

how the helmet has been damaged by impacts the competitor has sustained. Competitors / Teams are requested to comply with this Review/process.

LEATHERS

Solo Competitors

- 2.11 All solo competitors must wear leathers which are CE approved and conform with European Standard EN 17092. Leathers must be fitted with CE approved protection pads in the shoulder, elbow, knee and hip. Dispensation may be granted at the discretion of the Race Organiser.

- 2.11.1 It is highly recommended leathers are certified to Class AAA or Class AA

Sidecar Competitors

- 2.12 One piece racing leathers must only be used, either in cowhide leather (min 1.2mm thick) or kangaroo leather (min 0.9mm thick)
- 2.13 Double layer leather or external leather with internal aramid fabric in the seat, and all impact areas being shoulders, elbows, knees and hips.
- 2.14 Double layer leather or external leather with internal aramid fabric must also be included in the back for Drivers only.
- 2.15 Stretch aramid fabric can be used in non-impact areas only. Double layer stretch aramid fabric to be applied if used in the forearm.
- 2.16 Double internal stitching to all construction seams
- 2.17 All Sidecar crews to wear matching leathers in terms of colour scheme. Dispensation may be granted at the discretion of the Race Organisers.

General

- 2.18 Leathers must be in a good physical condition with no major damage visible and look professional and commensurate in terms of presentation in keeping with the standard of the event.
- 2.19 Leathers are recommended to be no older than 5 years old.
- 2.20 Any damage must have been professionally repaired with leather of the same thickness covering all tears/holes and must be double stitched in place. Any damage must be declared and inspected by the Race Organiser.

BACK PROTECTOR

- 2.21 A back protector must be used by all solo and sidecar competitors. The back protector may form part of an airbag suit as long as the airbag / back protector forms part of the original design of the suit.

2.22 The back protector must comply with European Standard EN1621-2, CB (“central back”) or FB (“full back”) Level 1 or 2.

2.23 The back protector may form part of a suit, and airbag suit or an airbag vest as long as the back protector forms part of the original design of the airbag suit or the original design of the airbag vest.

CHEST PROTECTOR

Solo Competitors

2.24 A chest protector must be used by all solo competitors.

2.25 The chest protector must comply with European Standard EN1621-3, C (full chest) or DC (divided chest) Level 1 or 2.

2.26 The chest protector may form part of a suit, and airbag suit or an airbag vest as long as the chest protector forms part of the original design of the airbag suit or the original design of the airbag vest

Sidecar Competitors

2.27 The use of a chest protector is discretionary for sidecar competitors. If a chest protector is to be used, it should comply with European Standard EN 1621-3, C (full chest) or DC (divided chest) Level 1 or 2.

AIRBAG SYSTEMS

2.28 An integrated airbag into the leather suit or an airbag vest worn under the suit is mandatory for solo competitors, with the following requirements:

2.28.1 Airbag vests designed to be worn above the leather suit are not permitted.

2.28.2 Airbag vests physically (lanyard) connected to the motorcycle are not permitted.

2.28.3 All eligible airbags (categories 1 and 2), excluding those mechanically activated or designed to be worn over the suit which are forbidden, are listed in the file “2025 Self-Certified airbags” at the following link:

https://fimmoto.com/en/documents?tx_solr%5Bq%5D=airbag

2.28.4 The electronic unit of all airbags must include a dedicated road racing mode. It is the competitor’s responsibility to ensure the airbag system includes this riding mode prior to use, consulting the airbag system manufacturer if necessary.

2.29 Each competitor must start each session with a fully functional airbag system. Once the airbag has been deployed, the decision to continue in the practice/qualifying or race is the sole responsibility of the competitor.

GLOVES

Solo Competitors

2.30 Solo competitors must wear CE marked gloves, which conform with European Standard EN13594, minimum level of 1-KP.

2.31 Gloves must be of leather construction with full length cuff.

2.32 Double cuff closure must be present and prevent the glove pulling off the riders hand when fastened.

2.33 Gloves shall have a cuff length sufficient to overlap the leather suit by at least 50 mm

2.34 Knuckle protection must be present for all solo competitors, minimum level 1-KP.

2.35 Gloves should be free of any visible damage. Gloves must be replaced if damaged and not repaired.

2.36 No metal studs should be present on the palm.

Sidecar competitors

2.37 Sidecar Drivers must wear CE marked gloves, which conform with European Standard EN13594 level 1. A glove that meets these standards and is optimised for Sidecar racing is being developed by RST – Official TT Safety Partner. Further details on this product will be provided in due course.

2.38 Sidecar passengers must wear CE marked gloves, which conform with European Standard EN13594, with a minimum level of 1-KP (knuckle protection).

2.39 No fabric gloves will be permitted.

BOOTS

Solo Competitors

2.40 Solo competitors must wear CE approved boots, which conform to European Standard EN13634:2017.

2.41 Full length boots must be worn and should be at least 70mm higher than the rider's ankle, either fixing underneath the riders leathers or over leaving no skin exposed.

Sidecar competitors

2.42 If not wearing boots which are CE approved to European Standard EN13634:2017, sidecar competitors must wear boots which conform to the following standard:

2.42.1 Boot must be of full leather construction with a rubber sole

2.42.2 Made from cowhide leather at least 1.4mm thickness

2.42.3 Must be zip fastening which is covered with a leather cover

2.42.4 Toe, ankle and shin bone protection forming part of the construction of the boot (internal or external)

2.42.5 Boot must be full length (i.e. shin height) and can sit underneath the riders leathers or over, leaving no skin exposed

General

2.43 Boots must be in good condition with no visible damage or holes in the boot. If boots are damaged, they should be replaced and not repaired by using other materials.

IDENTIFICATION

2.44 While qualifying and racing, all competitors are required to:

- 2.44.1 Wear an identification disc attached around the neck by a material approved by a Technical Official. Identification discs shall be of a durable material between 20mm and 25mm in diameter and having rounded edges with no sharp or ragged projections.; **and**
- 2.44.2 An identity label attached on the inside of the leathers adjacent to the zip.
- 2.44.3 Both the disc and identity label must be indelibly marked / stamped with the wearer's full name and date of birth and is to be readable at all times. If a permanent marker is used, then the information is to be refreshed to ensure the information can be read by Officials / Medical personnel.
- 2.44.4 Wear competitors wristbands which has a unique number for each competitor issued on arrival.

2.45 All Sidecar Drivers must also wear an elasticated armband in addition to the requirement to wear an identification disc. All Drivers are to wear an elasticated armband on their right upper arm. All elasticated armbands will be provided by the Race Organiser. No Sidecar team will be allowed on the TT Course if a Driver is not wearing an elasticated armband on the right upper arm.

POST-ACCIDENT RIDERS SAFETY EQUIPMENT CHECK

- 2.46 After an accident, it is compulsory for the rider to present their safety equipment for inspection prior to the start of the following qualifying session, warm up or race. A stop shall be placed upon the rider until a satisfactory equipment check has been completed.
- 2.47 In the event that any item of equipment is considered, by either the Technical Director or any individual appointed by the Race Organiser, to be too damaged for use on Course, the rider will be required to replace or repair the item before being permitted on the TT Course.
- 2.48 Any question concerning the condition and suitability for use of the rider's safety equipment shall be decided by the Technical Director, who may consult with the manufacturers of the product before making a final decision. In the case of any dispute concerning the condition and suitability of safety equipment the decision of the Technical Director will be final.

HEARING PROTECTION

- 2.49 It is advised that all competitors and race team members wear hearing protection whilst in the Assembly Area/Pit Lane during periods of activity. Inner ear foam earplugs will be available to all competitors, race teams or guests at the entrance to the Assembly Area.

OTHER

2.50 The use of Kevlar or other fabric suits are prohibited.

2.51 The Race Organisers also reserves the right for all or certain aspects of any competitors personal equipment to be checked at any time during the event should they deem it necessary to do so.

2.52 The use of titanium knee sliders is prohibited.

PIT ATTENDANTS

REFUELLING PROTECTIVE EQUIPMENT

2.53 All pit attendants must wear the following PPE whilst refuelling or whilst pit stops are taking place. For the avoidance of doubt, any overalls must be one garment and must have elasticated wrist and ankle cuffs, collars and be zip up not pop stud.

2.54 It is the responsibility of each competitor and team to ensure their pit attendant clothing complies with these regulations.

REFUELLING IN ASSEMBLY AREA

2.55 All team members handling fuel in the Assembly Area must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/5 or higher

2.56 All team members handling fuel in the Assembly Area must also wear a fireproof balaclava that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3.

2.57 The team member who is responsible for dispensing fuel, whether that is into the machine or into a refuelling jug, must at all times whilst dispensing fuel wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.

2.58 Pit crews must wear suitable footwear at all times in the Assembly Area. Footwear must not have any studs, steel tips or any equipment that may cause a spark. Footwear must not expose bare skin.

2.59 Whilst refuelling a competitor's machine, only those members of the pit crew wearing the above protective equipment may be within 1 metre of the machine.

REFUELLING IN PIT LANE DURING A RACE

2.60 The designated fuel dispenser and fire attendant must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/5 or higher at all times whilst in pit lane.

2.61 All other pit attendants must wear a fireproof overall that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.2A/1 or higher at all times whilst in pit lane.

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- 2.62 All team members must also wear a fireproof balaclava that meets the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3. The balaclava must be worn when filling the fuel hopper before a race and whilst that team's rider is making a pit stop, regardless of whether that pit stop is for fuel or any other reason.
- 2.63 The team member who is responsible for dispensing fuel, whether that is into the machine or into the fuel hopper, must at all times whilst dispensing fuel wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.
- 2.64 The designated fire attendant must, at all times whilst holding the fire extinguisher, wear fireproof gloves that meet the FIA standard of 8856:2000, 8856:2018 or SFI standard 3.3/1 or higher.
- 2.64.1 The designated fire attendant must not carry out any other duties whilst in pit lane. Penalties may be incurred by the Rider/Team if the designated fireman is seen to be acting as a pit crew member and carrying out other functions (visor change, changing wheels etc.) other than the designated fireman.
- 2.65 Pit crews must wear suitable footwear at all times in the Pit Lane. Footwear must not have any studs, steel tips or any equipment that may cause a spark. Footwear must not expose bare skin.

TECHNICAL REGULATIONS

APPENDIX	CLASS
Appendix A	Superbike & Senior
Appendix B	Supersport Next Generation
Appendix C	Superstock
Appendix D	Sportbike
Appendix E	Sidecars
Appendix F	Transponders
Appendix G	Clearances & Bodywork
Appendix H	GPS Fitting Instructions

DEFINITIONS

HOMOLOGATED MACHINE

A motorcycle with a valid road homologation in one of the following areas: European Union, Japan or USA

STANDARD PART

A part or assembly fitted to the Homologated machine by the Original Equipment Manufacturer

STOCK

A part or assembly fitted to the Homologated machine by the Original Equipment Manufacturer

APPENDIX A

SUPERBIKE AND SENIOR TT TECHNICAL REGULATIONS

APPENDIX A

SUPERBIKE AND SENIOR TT TECHNICAL REGULATIONS 2026

Machines competing in the 2026 Isle of Man TT Superbike and Senior Races must comply with the Isle of Man TT Superbike and Senior Technical Regulations. These are as follows and are correct at the time of publication but are subject to any amendments made by Race Direction or the Race Organisers which will be issued by means of a TT 2026 Bulletin.

1. A manufacturers model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the Technical rules.
2. Other machines may be admitted at the discretion of the Race Organiser.
3. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless it is equipped as such on the homologated machine. The appearance from both front, rear and the profile of the Superbike 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.
4. The Race Organiser may accept any motorcycle model which appears on the FIM Superbike or Superstock homologation list for the relevant year.

5. MACHINE SPECIFICATIONS

- 5.1. All items not mentioned in the following articles must remain as originally produced by the manufacturers for the homologated machine.

6. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES

- 6.1. The following engine configurations compose the Superbike Class:

- 6.1.1. Over 750cc up to 1000cc 4 cylinders 4 stroke
- 6.1.2. Over 750cc up to 1000cc 3 cylinders 4 stroke
- 6.1.3. Over 850cc up to 1200cc 2 cylinders 4 stroke
- 6.1.4. Other machines admitted at the discretion of the Organisers

- 6.2. The displacement capacity, bore and stroke must remain at the homologated size.

7. MINIMUM WEIGHTS

- 7.1. The minimum weight for motorcycles competing in the Superbike and Senior Class is 165kg. At any time during qualifying or racing, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.
- 7.2. There is no tolerance on the minimum weight of the motorcycle.

7.3. During the final inspection at the end of each race, the machines chosen will be weighed in the condition they finished the race.

7.4. The established weight limit must be met in the condition the machine has finished the race; nothing can be added to the machine. This includes water, oil or fuel. During qualifying sessions, competitors may be asked to submit their motorcycle to a weight control. In all cases, the competitor must comply with this request.

7.5. The use of ballast is allowed to stay over the minimum weight limit and may be required due to a handicap system. The use of ballast and weight handicap must be declared to the Chief Technical Officer at the preliminary inspections.

8. NUMBER PLATE COLOURS

8.1. The number plate colours for the Superbike and Senior Race is white plates with black numbers. In case of a dispute regarding the legality of numbers, the decision of the Race Management Team will be final.

9. FUEL

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

10. TYRES

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

10.1. Tyres may be replaced from those fitted to the homologated motorcycles.

10.2 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.

10.3 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.

There are no controlled tyre regulations for the TT.

10.4 Tyre warmers must be used.

10.5 Any tread pattern must be made exclusively by the manufacturer when producing the tyre.

10.6 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

APPENDIX A

stamp of the manufacturer. This stamp must be placed near to the manufacturer's mark.

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

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

11 ENGINE

11.2 CARBURATION INSTRUMENTS/FUEL INJECTION SYSTEM

11.2.1 Carburation instruments refer to throttle bodies and variable length intake track devices. Carburation instruments must remain as homologated.

11.2.2 Bell mouths (including their fixing points) may be altered or replaced.

11.2.3 The injectors must remain standard units as supplied on the homologated motorcycle.

11.2.4 Secondary butterflies may be removed if required along with associated parts, just the butterflies may also be removed leaving the remaining parts for engine braking control, the control arm actuating the primary throttle must remain standard.

11.2.5 Engine Braking/Air Bleed; an auxiliary valve can be fitted to bleed air past the butterfly to the standard air inlets. The inlet of the air bleed may breathe from atmosphere or from a hole made in the airbox, not both simultaneously. This is only applicable for models that do not have secondary butterflies or fly by wire throttle control.

11.2.6 The throttle body must remain as homologated but intake insulators or intake runners may be modified to allow the fitment of one air bleed stub per cylinder (maximum internal diameter of 8mm). If the throttle body is fitted with stubs as standard these may be opened to a maximum of 8mm internal diameter or the maximum that they will support. Standard stepper motor control will be disabled in the ECU if this option is utilised.

11.3 CYLINDER HEAD

11.3.1 The homologated cylinder head may be modified as follows:

11.3.2 Homologated materials and castings for the cylinder heads must be used.

11.3.3 The addition of material in the ports is allowed. Welding is forbidden. No other material may be added to the cylinder head. Material for these parts may only be removed by machining.

11.3.4 The cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.

APPENDIX A

- 11.3.5 The induction and exhaust system including the number of valves and or ports (intake and exhaust) must be as homologated.
- 11.3.6 Valves must remain in the same location and at the same angle as the homologated model.
- 11.3.7 Valves must remain as fitted to the homologated machine.
- 11.3.8 Valve seats can be modified or replaced. The material must remain as homologated.
- 11.3.9 Valve guides must remain as homologated. Modifications to the port area are allowed.
- 11.3.10 Valve springs may be altered or replaced from those fitted to the homologated motorcycle. The material must remain as homologated.
- 11.3.11 Valve spring seats, spring retainers and cotters may be altered or replaced from those fitted to the homologated motorcycle. The material of the valve spring seat must remain as homologated.
- 11.3.12 Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.
- 11.3.13 The compression ratio is free.
- 11.3.14 The combustion chamber (shape) must remain as homologated.
- 11.3.15 The rocker arms (if any) must remain as homologated. Surface treatment such as super finishing or DLC coating are permitted.
- 11.3.16 The tappets/buckets must remain as homologated. Surface treatment such as super finishing or DLC coating are permitted.
- 11.4 **CAMSHAFT**
 - 11.4.1 The method of drive must remain as homologated.
 - 11.4.2 The duration and lift are free.
 - 11.4.3 Surface treatments such as super finishing or DLC coating are permitted.
 - 11.4.4 The cam chain or cam belt tensioning device(s) are free.

APPENDIX A

11.5 CAM SPROCKETS

- 11.5.1 Cam sprockets or cam gears may be altered or replaced to allow the degreering of the camshafts.

11.6 CYLINDERS

- 11.6.1 Cylinders must remain as homologated.
- 11.6.2 Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ration/squish or resurfacing to repair a warped cylinder surface deck.
- 11.6.3 The cylinder base gasket may be changed.

11.7 PISTONS

- 11.7.1 Must remain as fitted to the homologated machine and without modification of any kind (including polishing and lightening).
- 11.7.2 Piston rings must remain as fitted to the homologated machine and without modification of any kind.
- 11.7.3 Piston pins and piston circlips must remain as fitted to the homologated machine. Surface treatments such as DLC coating are permitted. The weight of the piston pin must be same as that found on the homologated machine.

11.8 CONNECTING RODS

- 11.8.1 Connecting rods may be altered or replaced from those fitted to the homologated motorcycle. The weight must be the same or greater that of the original homologated part.
- 11.8.2 The material can be the same as the original homologated item or steel.
- 11.8.3 The centre to centre length of the rod must be the same as the original homologated item.

11.9 CRANKSHAFT

- 11.9.1 Must remain as fitted to the homologated machine with the exception of the following:
 - 11.9.1.1 Bearing Surfaces may be polished and or surface treated.
 - 11.9.1.2 Balancing is allowed but only by the same method used by the manufacturer for the homologated crankshaft. The use of heavy metal i.e. Mallory Metal inserts are not permitted unless they are specified for the homologated machine.

11.10 CRANKCASE AND ALL OTHER ENGINE CASES

- 11.10.1 No modification to the crankcases is allowed (including painting, polishing and lightening).
- 11.10.2 Side cover fasteners can be changed to lightweight metals ie. titanium.

APPENDIX A

11.10.3 Vacuum pumps are not allowed if not installed on the homologated motorcycle.

11.10.4 All lateral covers/engine cases containing oil and which could be in contact with the ground during an incident must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium. Composite covers are not permitted.

11.10.5 The secondary cover must cover a minimum of one third of the original cover. The Technical Directors decision on suitability is final.

11.10.6 Plates or crash bars from aluminium or steel are also permitted in addition to those covers outlined above. All covers must be designed to be resistant against sudden shocks, abrasions and crash damage.

11.10.7 FIM or MCRCB approved covers will be permitted without regard of the material or dimensions.

11.10.8 Covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcase.

11.10.9 The Technical Director has the authority to refuse any cover not complying with the above.

11.11 TRANSMISSION/GEARBOX

11.11.1 All transmission/gearbox ratios, shafts, shift drum and selector forks may be altered or replaced. The design concept must remain the same as the original homologated parts.

11.11.2 Super finishing of gearbox components is permitted.

11.11.3 Primary gears (and ratio) must remain as homologated.

11.11.4 External quick shift sensors are allowed and must be wired to an input of the ECU.

11.11.5 Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

11.12 CLUTCH

11.12.1 Aftermarket or modified clutches are permitted.

11.12.2 Back torque limiting capacity (slipper) is permitted.

11.12.3 Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated.

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11.12.4 Clutch springs may be changed.

11.13 OIL PUMPS, OIL SUMPS, OIL LINES AND WATER PUMPS

11.13.1 Original equipment oil pumps are required but may be modified. Modifications may include:

11.13.1.1 Blueprinting

11.13.1.2 Changing the pressure relief spring.

11.13.1.3 Reducing gear and housing thickness.

11.13.2 The external appearance must remain as homologated.

11.13.3 Aftermarket oil sumps and the associated pump pick up will be allowed.

11.13.4 Oil lines may be replaced with high pressure braided stainless or equivalent for durability purposes.

11.13.5 The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated. Water pipes may be modified or replaced.

11.13.6 All external engine oil drain plugs must be correctly torqued and be security lock wired.

11.14 RADIATOR AND OIL COOLERS

11.14.1 The original radiator or oil cooler may be altered or replaced from those fitted to the homologated motorcycle.

11.14.2 Additional radiators may be added.

11.14.3 Oil coolers can be added to those machines not fitted with one as standard. An adaptor may be fitted between the oil filter and the engine to provide supply and return to an oil cooler. The standard heat exchanger may be removed.

11.14.4 Radiator fan and wiring may be changed, modified or removed.

11.14.5 Oil cooler must not be mounted on or above the rear mudguard.

11.14.6 The appearance from the front, rear and profile of the machine must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.

11.15 AIRBOX

11.15.1 Airbox must remain as originally produced by the manufacturer on the homologated motorcycle.

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- 11.15.2 Air filters, internal flap type valve and vacuum fittings may be removed, modified, or replaced with aftermarket parts.
- 11.15.3 Any holes in the airbox to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air.
- 11.15.4 Ram air tubes or ducts may be modified, replaced with aftermarket parts or removed if tubes/ducts are utilized, they must be attached to the original airbox inlets, modified as above.
- 11.15.5 Velocity stacks may be modified, replaced with aftermarket parts or removed. The only modification permitted to the airbox to allow use of alternate velocity stacks is the removal of internal debris deflectors/plates.

11.16 FUEL SUPPLY

- 11.16.1 Fuel pump and fuel pressure regulator must remain as homologated.
- 11.16.2 No mechanical fuel pump is allowed unless installed in the homologated model.
- 11.16.3 Fuel lines from fuel tank up to the injectors (fuel hoses, joints, clamps, delivery pipe, fuel canister) may be replaced.
- 11.16.4 The fuel line(s) going from the fuel tank to the carburetion instruments must be located in such a way that they are protected from possible crash damage.
- 11.16.5 Fuel vent lines may be replaced.
- 11.16.6 Fuel filters may be added.
- 11.16.7 Fuel petcock may be altered or replaced from those fitted to the homologated motorcycle.

11.17 EXHAUST SYSTEM

- 11.17.1 Exhaust pipes and silencers may be modified or changed from those fitted to the homologated motorcycle.
- 11.17.2 The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.
- 11.17.3 Catalytic converters must be removed.
- 11.17.4 For safety reasons, the exposed edges of the exhaust pipe(s) outlet must be rounded to avoid any sharp edges.

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11.17.5 Wrapping of exhaust systems is not allowed except in the area of the competitors foot or an area in contact with the fairing for protection from heat.

11.18 NOISE LIMIT

11.18.1 There is no maximum noise limit.

12 ELECTRICS AND ELECTRONICS

12.2 IGNITION SYSTEM

12.2.1 Spark plugs maybe replaced. Plug caps and coils must remain as homologated.

12.2.2 Battery is free.

12.2.3 Engine sensors may be changed from the standard sensors.

12.3 ECU

12.3.1 Only a BSB spec Motec ECU or standard/kit ECU available from or listed by the manufacturer may be used. The addition of a power commander type fuelling and ignition module only device maybe used with the standard or kit ECU. Flashing of the standard ECU is permitted.

The Aprilia 1100 RSV4 can only be equipped as per BSB pathway controlled ECU and firmware. No Stock or 'Kit' ECU can be used at the TT.

12.3.2 No additional traction control type devices maybe added.

12.3.3 The RPM limit will be the manufacturers stated maximum RPM for the homologated machine + 750 RPM. A dynamometer will be used to check RPM limits and power output. All competitors must submit their machine for testing when directed to do so. This will be at the discretion of the Technical Director. If mandatory testing for all machines within this class are to take place (this will be notified at the Technical Briefing) this must be done no later than noon on Wednesday of practice week.

12.4 GENERATORS AND STARTER

12.4.1 No modifications allowed.

12.4.2 The electric starter must operate normally and always attempt to start the engine during the event (including at pre and post-race inspections). The starter must crank the engine at a speed suitable for starting for at least two seconds.

12.5 ADDITIONAL EQUIPMENT

12.5.1 Additional electronic hardware equipment not on the original homologated motorcycle may be added (ie. data acquisition, computers, recording equipment etc).

APPENDIX A

12.5.2 The addition of a device for infra-red (IR) transmission of a signal between the competitor and his team, used exclusively for lap timing is allowed.

12.5.3 Telemetry is not allowed.

12.6 WIRING HARNESS

12.6.1 The wiring harness is free.

13 SAFETY LIGHTS

13.2 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:

13.2.1 Safety lights must be of a robust quality and securely fitted in the approved position.

13.2.2 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.

13.2.3 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.

13.2.4 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).

13.2.5 The Safety light must be hard wired into the machines power supply and must turn on when the machines ignition is energized.

13.2.6 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.

13.2.7 Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.

13.3 See Appendix G, Fig. 2

14 FRAME AND BODY

14.2 The use of titanium in the construction of the front forks, the handlebars and the swing-arm spindle is forbidden.

15 FRAME BODY AND REAR SUB-FRAME

15.2 The main frame must remain as originally produced by the manufacturer for use on the homologated machine.

15.3 The main frame may only be altered by the addition of gussets or tubes. No gussets or tubes may be removed.

15.4 Holes may be drilled on the frame only to fix approved components (ie. fairing brackets, steering damper mount).

15.5 The homologated dimensions and position of bearing seats in the steering head column, and the engine, swing arm, rear shock, and suspension linkage mounting points must remain as original.

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15.6 Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert must protrude axially more than 3mm from the original steering head.

15.7 All motorcycles must display a vehicle identification number (V.I.N.) on the main frame body (chassis number). The V.I.N. will be used to determine the model and year of manufacture of the homologated machine. All motorcycles must display an engine number on the crankcases.

15.8 Rear sub frame may be changed or altered, but the type of material must remain as homologated or of higher specific weight.

15.9 The paint scheme is not restricted.

16 FRONT FORKS

16.2 Front forks in whole or part may be changed but must be the same type homologated (leading link, telescopic, etc). NB. Upside down is a type of telescopic.

16.3 Suspension units may be replaced provided original mounts are used (i.e. electronic suspension may be replaced by conventional aftermarket items).

16.4 The upper and lower fork clamps (triple clamp, fork bridges) can be changed or modified.

16.5 Steering damper may be added or replaced with an aftermarket damper.

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

16.7 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).

17 REAR FORK (SWING-ARM)

17.2 The rear fork may be altered or replaced from those fitted to the homologated motorcycle. The use of carbon fibre or Kevlar materials is not allowed if not homologated on the original machine.

17.3 A chain guard must be fitted in such a way to reduce the possibility that any part of the competitor's body can become trapped between the lower chain run and the rear wheel drive sprocket. The area where the lower chain run comes into contact with the rear drive sprocket must be completely covered by the chain guard irrespective of wheel position within the swinging arm (i.e. long or short wheel base). See Appendix H, Fig. 1

17.4 Rear wheel stand brackets may be added to the rear fork by welding or by bolts.

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17.5 Brackets must have rounded edges (with a large radius).

17.6 Fastening screws must be recessed.

18 REAR SUSPENSION UNIT

18.2 Rear Suspension Units may be replaced provided original mounts are used (ie. electronic suspension may be replaced by conventional after-market items)

18.3 The rear suspension linkage may be modified or replaced.

18.4 The original fixing points in the frame (if any) must be used to mount the shock absorber, linkage and rod assembly fulcrum (pivot points).

19 WHEELS

19.2 Wheels may be replaced and associated parts may be altered or replaced from those fitted to the homologated motorcycle.

19.3 Replacement wheels must be made from aluminium alloys. Wheel rim diameter (front and rear) should be 17 inches. Front wheel rim width is restricted to 3.5 inches. Rear wheel rim width is restricted to 6 inches.

19.4 Carbon fibre or carbon composite wheels are not allowed, even if the manufacturer has equipped the homologated production model with this type of wheel.

19.5 Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle.

19.6 The use of titanium and light alloys is forbidden for wheel spindles (axles).

19.7 Wheel balance weights may be discarded, changed or added to.

19.8 All wheels must be fitted with short stem valves and approved valve caps.

20 BRAKES

20.2 Front master cylinder may be altered or replaced from those fitted to the homologated motorcycle.

20.3 Rear master cylinder may be altered or replaced from those fitted to the homologated motorcycle.

20.4 The use of a thumb operated rear brake master cylinder may be used as well as or in place of a foot operated unit.

20.5 Front brake callipers may be altered or replaced from those fitted to the homologated motorcycle.

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- 20.6 Rear brake callipers may be altered or replaced from those fitted to the homologated motorcycle.
- 20.7 Brake pads may be altered or replaced from those fitted to the homologated motorcycle.
- 20.8 Brake couplings may be altered or replaced from those fitted to the homologated motorcycle.
- 20.9 The split of the front brake lines for both front brake callipers must be made at/or above the lower fork bridge (lower triple clamp).
- 20.10 Brake discs may be altered or replaced from those fitted to the homologated motorcycle. Only ferrous materials are allowed for brake discs. The use of exotic alloy or composite materials for discs and brake callipers (i.e. aluminium beryllium carbon fibre etc.) is not allowed.
- 20.11 Anti-Lock Braking Systems (ABS) are not permitted.
- 20.12 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.
- 20.13 Any hand brake lever (scooter type) must be protected with a lever guard of the same type used for front brake levers.

21 HANDLEBARS AND HAND CONTROLS

- 21.2 Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
- 21.3 Engine stop switch must be located on the handlebars.

22 FOOTREST/FOOT CONTROLS

- 22.2 Foot rest/foot controls may be relocated, but the original mounting points must be used.
- 22.3 Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- 22.4 The end of the foot rest must have at least an 8mm solid spherical radius.
- 22.5 Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon, or equivalent type of material (min radius of 8mm). The plug surface must be designed to reach the widest possible area of the footrest. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aspect.

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23 FUEL TANK

- 23.2 Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle.
- 23.3 The fuel tank must be fixed to the frame from the front and the rear with a crash proof assembly system. Bayonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Technical Director/Chief Technical Officer has the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.
- 23.4 It is permitted to modify the standard manufacturers tank or make a new tank provided the silhouette of the tank in principle remains as homologated and the capacity does not exceed 24 litres.
- 23.5 A cross over line between each side of the tank is allowed (maximum inside diameter 10 mm).
- 23.6 Fuel tanks with tank breather pipes must be fitted with non-return valves which discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- 23.7 Fuel tank filler caps may be altered or replaced (no Monza) from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time.
- 23.8 The unleaded filler baffle may be removed from the fuel tank.
- 23.9 The same size fuel tank used in practice must be used during the entire event.

24 FUEL TANK HOMOLOGATION

- 24.2 Each manufacturer must affix a quality and test label on each fuel tank type that is produced for competition use. The quality and test label will be the recognition of a fuel tank model which has passed the FIM test procedure. Any fuel tanks made of non-ferrous materials (with the exception of aluminium and Titanium) must be tested according to the test procedure prescribed by the FIM.
- 24.3 Each manufacturer is responsible for testing its own fuel tank model(s) and will certify that the fuel tank exceeds the FIM test standard, if it has passed the FIM test procedure for fuel tanks.
- 24.4 All fuel tanks that are made to the same design, dimensions, number of fibre layers, grade of fibre, percentage of resin etc, must be identified with the same quality and test label.
- 25 The quality and test label will include the following information on each label affixed to each fuel tank; name of the fuel tank manufacturer, date of fabrication, code or part

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number, name of testing laboratory, fuel capacity.

26 FAIRING AND BODY WORK

- 26.2 Fairings, mudguards and body work must conform in principle to the homologated shape as produced by the manufacturer, irrespective of the model/year to encourage the most up to date visual impression.
- 26.3 Original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle.
- 26.4 Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10mm must be covered with a particle grill or fine wire mesh. Grill/mesh must be painted to match the surrounding material. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
- 26.5 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.
- 26.6 Minimal changes are allowed in the fairing to permit the use of an elevator (stand) for wheel changes and to add plastic protective cones to the frame or the engine.
- 26.7 Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer.
- 26.8 Holes may be drilled in the front mudguard to allow additional cooling. Holes bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- 26.9 Rear mudguard may be added or removed.
- 26.10 Material of construction of the front mudguard, rear mudguard and fairing may be altered or replaced from those fitted to the homologated motorcycle.
- 26.11 Windscreen may be replaced.

27 SEAT

- 27.2 Seat may be altered or replaced from those fitted to the homologated motorcycle.
- 27.3 The top portion of the rear body work around the seat may be modified to a solo seat.

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27.4 The appearance from both front rear and profile must conform in principle to the homologated shape.

27.5 Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.

27.6 Material of construction of the seat may be altered or replaced from those fitted to the homologated motorcycle.

28 ALTERATIONS AND REPLACEMENTS

28.2 The following items may be altered or replaced from those fitted to the homologated motorcycle:

28.2.1 Gaskets and gasket material

28.2.2 Chassis Bearings (ball, roller, taper, plain etc) of any type or brand may be used.

28.2.3 Engine bearings must be as homologated

28.2.4 All fasteners (nuts, bolts, screws etc) – except internal engine bolts which must remain as homologated.

28.2.5 External surface finishes and decals

28.2.6 Any type of lubrication, brake or suspension fluid may be used.

29 REMOVALS AND REPLACEMENTS

29.2 The following items may be removed / replaced:

29.2.1 Instrument and instrument bracket and associated cables.

29.2.2 Speedometer and associated wheel spacers.

29.2.3 Chain guard

29.2.4 Tachometer

30 ITEMS TO BE REMOVED

30.2 The following items must be removed:

30.2.1 Headlamp and indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

30.2.2 Rear view mirrors

30.2.3 Horn

30.2.4 Licence plate bracket

30.2.5 Tool Box

30.2.6 Helmet hooks and luggage carrier hooks

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30.2.7 Passenger foot rests

30.2.8 Passenger grab rails

30.2.9 Safety bar, centre and side stands must be removed (fixed brackets must remain)

31 ITEMS TO BE ALTERED

31.2 The following items must be altered:

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

31.2.1 It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

31.2.2 Throttle controls must be self-closing when not held by the hand.

31.2.3 All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e., on crankcases, oil lines, oil coolers etc.).

31.2.4 Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.

31.2.5 Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.

31.2.6 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.**

31.2.7 All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

31.2.8 Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

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SUPERSPORT TT TECHNICAL REGULATIONS

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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. Dispensation is granted for the Yamaha YZF-R6 (BN6) to have the option to run with the GYTR Kit ECU and loom (ECU part number BN6-6591A-71). For clarity, this is the only GYTR ECU that may be used. This must be configured to run in stock (ST) mode to disable the traction control function. In this case the front wheel speed sensor must be removed from the motorcycle. This Dispensation is valid only for 2026 TT.

Motec ECU for this, or any other model, is no longer permitted.

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1.3. A manufacturer model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the technical regulations.

1.4. Refer to the MCRCB parts list for Supersport Next Generation.

2. BALANCING VARIOUS MOTORCYCLE CONCEPTS

2.1. 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 regarding all items but with exception to restrictions on suspension cost will supersede the following regulations.

3. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES

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 /stroke) must remain as homologated. 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 unless dispensation is specifically outlined in these regulations or subsequent Technical Bulletins.

4. MINIMUM WEIGHT

4.1 The minimum weight will apply to the motorcycle only (hard limit). There will be no weight limits with regard to the rider or combined machine / rider for Supersport at the TT. **Hard limit (bike only) details will be published once confirmed in early 2026.**

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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 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.

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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 / authorised fuel injection system must be used. No modifications are permitted unless authorised.

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

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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.

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- 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 lock wired.
- 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.

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- 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 Solo Engineering'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 quick shifter 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).

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- f. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.
- g. During the event the Technical Director has the right to ask a team to substitute their ECU. The change has to be done before the last Qualifying session.
- 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)

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- 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. Shift light colour is not restricted for the TT.
- 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.

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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, unless specifically listed in the Authorised parts list.
- 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

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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. Suspension in the Supersport TT class have no restriction on component cost. The MCRCB Authorised parts list can be disregarded in this respect.

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. Fork springs may be modified or replaced.

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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 oil sealed.
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 requirement 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.

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- 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.
- 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.
- 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.

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- 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. The use of Titanium for wheel axles is not allowed at the TT.
- f. Wheel spacers can be modified or replaced.
- g. Bearing spacers are free.
- h. Wheel balance weights may be discarded, changed or added to.
- 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.

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- 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.

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

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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 – Supersport Next Generation Permitted Modifications
- 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 may be modified or changed but should conform in principle to the same silhouette as the std fuel tank. Maximum capacity is 20 litres.
- b. Fuel tanks with tank breather pipes must be fitted with non-return valves that

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discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

- c. 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. Monza caps are not allowed.
- d. 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.
- e. 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.
- f. 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.
- g. 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 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 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.

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- 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.

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- 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. Toolbox.
 - 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

APPENDIX C

SUPERSTOCK TT TECHNICAL REGULATIONS

TOURIST TROPHY

APPENDIX C

SUPERSTOCK TT TECHNICAL REGULATIONS 2026

Machines competing in the Isle of Man TT Superstock Race must comply with the Isle of Man TT Superstock Regulations. These are as follows and are correct at the time publication but are subject to any amendments made by Race Direction or the Race Organisers which will be issued by means of a TT 2026 Bulletin.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN

1. The motorcycles must be homologated by the original manufacturer only.
2. A manufacturer model once homologated by the FIM may be used for racing for a maximum period of 8 (eight) years, or until such time that the homologated motorcycle no longer complies with the Technical Regulations.
3. All motorcycles must display a vehicle identification number (V.I.N.) on the main frame body (chassis number). Any machine that has had its frame replaced and therefore does not carry a V.I.N. MUST be approved by the Technical Director before technical inspection begins on the first day of qualifying.
 - 3.1. The V.I.N. will be used to determine the model and year of manufacture of the homologated machine. All motorcycles must display an engine number on the engines crankcases.
4. As the name Superstock implies, the machines used are allowed limited modifications. Most modifications that are allowed are only allowed for reasons of safety.
5. Superstock motorcycles require FIM Homologation.
6. All machines must comply with all requirements of Road Racing as specified in the ACU standing regulations.
7. The Appearance from front, rear and the profile of Superstock 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, engine case and tank guards / covers are excluded from this Regulation.
8. **MACHINE SPECIFICATIONS**
 - 8.1. All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

9. DISPLACEMENT CAPACITIES

- 9.1. Superstock 1000 Over 750cc up to 1000cc 4 stroke 3 and 4 cylinders.
- 9.2. Over 850cc up to 1200cc 4 stroke 2 cylinders.
- 9.3. Over 1000cc up to 1100cc 4-stroke 4 cylinders maximum
- 9.4. The displacement capacities must remain at the homologated size
- 9.5. Increasing the bore/stroke size to reach class limits is not allowed

10. VERIFICATION OF MACHINES

- 10.1. In the Superstock TT Race a Dynamometer will be used to check power output and RPM limit. Motorcycles must be submitted for these checks at the instruction of the Technical Director.

11. TYRES

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

- 11.1. Tyres may be replaced from those fitted to the homologated motorcycles.
- 11.2. 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 tyre side wall.
- 11.3. 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.

There are no controlled tyre regulations for the TT.
- 11.4. Tyre warmers must be used.
- 11.5. Any tread pattern must be made exclusively by the manufacturer when producing the tyre.
- 11.6. 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.
- 11.7. Tyre pressures must remain within the tyre manufacturers recommended range.
- 11.8. The tyre direction (where applicable) and the date of manufacture should be highlighted in tyre paint.
- 11.9. During the race, the changing of wheels/tyres is strictly forbidden. All machines must use the same tyres for the duration of the race. Failure to comply will result in a significant time penalty. In the event of extreme weather conditions, the Technical

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Director may allow tyre changes mid-race. This will be communicated via a bulletin issued during the event.

11.10. There are no single manufacturer-controlled tyre regulations at the TT.

12. MINIMUM WEIGHT

12.1. The FIM decides the minimum weight value for a homologated model as sold to the public by determining its dry weight.

12.2. The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and the main stand when fitted but with oil and radiator liquid at the prescribed level). To confirm the dry weight a minimum of three motorcycles are weight and compared. The result is rounded off to the nearest digit.

12.3. The minimum weight value is determined by the dry weight value (kg)

12.3.1. 1000cc 4 cylinders 174kg

12.3.2. 1200cc 2 cylinders 174kg

12.4. In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.

12.5. 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.

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

12.7. During the practice and qualifying sessions every rider may be asked to submit his motorcycle to a weight control.

13. FUEL

13.1. Fuel for all practices and races must comply with the ACU Specification as outlined in Section 1 (art 1.28) of these Regulations.

14. ENGINE

14.1. CARBURETION INSTRUMENTS / FUEL INJECTION SYSTEM

14.1.1. Carburetion instruments refer to throttle bodies and variable length intake track devices.

14.1.2. Carburation instruments must remain as homologated.

14.1.3. Bell mouths must remain as originally produced by the manufacturer for the homologated machine.

14.1.4. The injectors must remain standard units as on the homologated motorcycle.

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14.2. CYLINDER HEAD

- 14.2.1. No modifications are allowed
- 14.2.2. No material may be added or removed from the cylinder head.
- 14.2.3. The Cylinder head gasket and the cylinder base gasket cannot be changed from the standard homologated one.
- 14.2.4. The valves, valve seats, guides, springs, tappets, oil seals, shims, valve cotters, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine.
- 14.2.5. Valve spring preload shims are not allowed.

14.3. CAMSHAFT

- 14.3.1. No modifications are allowed.
- 14.3.2. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. rocker arms) the valve lift is measured.
- 14.3.3. The timing of the camshaft cannot be altered from the manufacturers homologated timing

14.4. CAM SPROCKETS OR GEARS

- 14.4.1. No dimensional modifications are allowed.
- 14.4.2. Cam sprocket retaining bolts may not be modified and must remain as homologated.

14.5. CYLINDERS

- 14.5.1. No modifications are allowed.
- 14.5.2. The cylinder base gasket cannot be changed from the standard homologated one.

14.6. PISTONS

- 14.6.1. No modifications are allowed (including polishing and lightening).

14.7. PISTON RINGS

- 14.7.1. No modifications are allowed.

14.8. PISTON PINS AND CLIPS

- 14.8.1. No modifications are allowed.

14.9. CONNECTING RODS

- 14.9.1. No modifications are allowed (including polishing and lightening)

14.10. CRANKSHAFT

- 14.10.1. No modifications are allowed (including polishing and lightening).

14.11. CRANKCASE/GEARBOX HOUSING

- 14.11.1. Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).

- 14.11.2. It is not allowed to add a 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.

14.12. LATERAL COVERS AND PROTECTION

- 14.12.1. 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.
- 14.12.2. 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, steel or titanium.
- 14.12.3. Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- 14.12.4. FIM or MCRCB approved covers will be permitted without regard of the material.
- 14.12.5 All lateral covers/engine cases containing oil and which could be in contact with the ground during an incident must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium. Composite covers are not permitted.
- 14.12.6 The Chief Technical Officer has the right to forbid any cover, if the evidence shows the cover is not effective.
- 14.12.7 No damaged cases will be permitted unless approved by the Chief Technical Officer.

14.13 TRANSMISSION/GEARBOX

- 14.13.5 No modifications or alterations are allowed to the gears, gearbox or gear ratios.
- 14.13.6 Other modifications or additions to the gearbox or selector mechanism are not permitted.
- 14.13.7 Aftermarket Quick shift systems are allowed.
- 14.13.8 Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
- 14.13.9 The front sprocket cover can be modified or eliminated.

14.14. CLUTCH

- 14.14.1. No modifications are allowed.
- 14.14.2. Only friction and drive discs may be changed but their numbers must remain as original.
- 14.14.3. Clutch springs may be changed but the number must remain as that on the homologated model.
- 14.14.4. The clutch secondary (or spider) slipper clutch springs may be changed or modified and the number can change from that initially supplied on the homologated model.

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14.15. OIL PUMPS AND OIL LINES

14.15.1. No oil pump modifications are allowed

14.15.2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

15. RADIATOR AND OIL COOLERS

15.1. The only liquid engine coolants permitted will be water. No additives are allowed.

15.2. Additional radiators and / or oil coolers are not allowed.

15.3. The radiator tubes to and from the engine can be changed but the system must be maintained. Expansion or header tanks may be changed/relocated.

15.4. Protective mesh/grill can be added in front of the oil and/or water radiator(s).

15.5. Radiator fan and wiring may be removed.

16. AIR BOX

16.1. The air box must remain as originally produced by the manufacturer for the homologated machine but the air box drains must be sealed.

16.2. The air filter element may be modified or replaced.

16.3. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the airbox.

17. EXHAUST SYSTEM

17.1. Exhaust pipes and silencers may be modified or changed from those fitted to the homologated motorcycle.

17.2. The number of the final exhaust silencer(s) must remain as homologated.

17.3. The silencer(s) must be on the same side(s) of the homologated model.

17.4. Catalytic converters must be removed.

17.5. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

17.6. 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.

17.7. There is no maximum noise limit for the TT.

18. FUEL SUPPLY

18.1. Fuel pump and fuel pressure regulator must remain as homologated.

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18.2. Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

18.3. Quick connectors or dry break quick connectors may be used.

18.4. Fuel vent lines may be replaced.

18.5. Fuel filters may be added.

19. ELECTRONIC CONTROL UNIT (ECU)

19.1. The following ECU packages are permitted:

19.1.1. The standard, homologated ECU may be used without any modification to its firmware/software. The addition of a piggy back type fuel / ignition module (Power Commander / Bazzaz / RapidBike etc) may be used in this case.

19.1.2. The standard, Homologated ECU may be Flashed using only the “customer available” firmware/software supplied by the manufacturer of the homologated machine. No additional external control modules may be used in this case. The parameters for function and adjustment cannot exceed that of the “customer available” software/firmware.

19.1.3. The “customer available” KIT ECU supplied by the manufacturer of the homologated machine may be used. The parameters for function and adjustment cannot exceed that of the customer available “kit” ECU.

19.1.4. Alternatively, the central unit ignition/engine control unit/ECU must remain as homologated or be listed in the 2025/2026 MCRCB Authorised Parts List – Authorised Optional Electronics Superstock 1000. This gives the option to use Motec M130 ECU with BSTK Firmware in line with current National SSK regulation.

19.1.5. Superstock motorcycles over 1000cc and up to 1100cc 4-cylinder, must be equipped with the MCRCB/MSVR specified ECU and dash, see MCRCB/MSV authorised parts list. Full details of the motorcycle model and the MCRCB/MSVR prescribed technical interventions will be published by Bulletin. This ECU option and specification may be utilised for all machine models in the 1000/1200 4-cylinder class only.

The Aprilia 1100 RSV4 can only be equipped as per BSB pathway controlled ECU and firmware. No Stock or ‘Kit’ ECU can be used at the TT.

19.1.6. For the avoidance of doubt, flashing the standard supplied ECU using anything other than the homologated motorcycle manufacturers approved software/firmware is NOT authorised.

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19.1.7. **IN ALL CASES THE MAXIMUM RPM LIMIT CANNOT EXCEED THAT OF THE STANDARD, HOMOLOGATED MOTORCYCLE.**

19.2. Auto tuning map devices are not allowed.

19.3. All machines may undergo mandatory dynamometer testing to verify RPM limits and power outputs. Random dynamometer testing may also take place throughout the event.

19.4. If requested by the Technical Director, competitors must disclose full details of the ECU package they have fitted to their machine. The Technical Director reserves the right to inspect hardware, firmware and software on any machine at any time during the event.

19.5. Spark plugs may be replaced.

19.6. Ignition coils must remain as fitted to the homologated machine.

19.7. All other sensors used for engine management must remain as fitted to the homologated machine.

20. DASH/COMBINATION METER

20.1. The standard dash may be replaced with an aftermarket item.

21. ADDITIONAL EQUIPMENT

21.1. Additional electronic hardware equipment not on the original homologated motorcycle may be added for the recording of data. This is limited to four channels only which are (1) Front suspension, (2) Rear suspension, (3) Lambda, (4) Front Brake pressure.

21.2. CAN BUS channels may be logged, but no signals may be sent to the ECU via CAN BUS

21.3. No device may be connected to the homologated ECU diagnostic port.

21.4. Use of a lap timer display is permitted. This must be a standalone, self-powered device.

21.5. All such systems must be approved by Technical Control.

21.6. The addition of a device for infrared (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

21.7. The addition of a GPS unit for lap timing/scoring purposes is allowed.

21.8. Telemetry is not allowed.

22. WIRING HARNESS

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22.1. A manufacturer's kit wiring harness may be used only if the manufacturer's approved kit ECU is used.

22.2. The original wiring harness may be modified only as indicated hereafter:

22.2.1. The unused wiring loom elements supplying current to direction indicators, horn, ignition contact and key lock etc together with any unused road going equipment may be unplugged or removed.

22.2.2. Modifications to the wiring loom to enable repositioning of any under seat equipment is permitted.

22.2.3. In all instances the standard manufacturer's connection ports for diagnostics and ECU communication must remain as supplied by the manufacturer although their position on the machine may be altered.

23. BATTERY

23.1. Battery may be replaced, if replaced nominal capacity must be equal or higher than the homologated type.

24. GENERATORS

24.1. No modifications allowed.

24.2. The electric starter must operate normally and always be able to start the engine during the event (including at pre and post-race inspections). The engine must start and run when the electric starter has stopped its procedure.

25. FRAME BODY AND REAR SUB FRAME

25.1. Frame must remain as originally produced by the manufacturer for the homologated machine.

25.2. For the avoidance of doubt machine models fitted with steering head cap bearing inserts, the manufacturer's standard original fitted homologated inserts for that model are the only ones allowed.

25.3. The sides of the frame-body may be covered by a protective part made of composite material. These protectors must fit the form of the frame.

25.4. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).

25.5. Nothing can be added by welding or removed by machining from the frame body.

25.6. All motorcycles must display the manufacturer's vehicle identification number (VIN) on the frame body (chassis number).

25.7. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

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- 25.8. In order to assist in accommodating larger capacity fuel tank required on TT Superstock machines the rear sub frame may be changed or altered, but the type of material must remain as homologated, or of higher specific weight.
- 25.9. 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.
- 25.10. Bolt on accessories to the rear sub-frame may be removed.
- 25.11. The paint scheme is not restricted but polishing the frame body or the sub frame is not allowed.

26. FRONT FORKS

- 26.1. Forks (stanchions, stem, wheel spindle, upper, etc.) must remain as originally produced by the manufacturer for the homologated motorcycle.
- 26.2. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle. Upper and lower fork clamps may be drilled and tapped in order to mount brake or clutch fluid reservoirs providing their structural integrity is not compromised.
- 26.3. A steering damper may be added or replaced with an after-market damper. The steering damper cannot act as a steering lock limiting device.
- 26.4. Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of a homologated electronic fork set). Fork caps that extend the length of the fork are permitted.
- 26.5. Dust seals may be modified, changed or removed providing the fork remains totally oil-sealed.
- 26.6. **MECHANICAL FORKS:** Original internal parts of the homologated forks may be modified or changed. After market damper kits or valves may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
- 26.7. **ELECTRONIC SUSPENSION:** No aftermarket or prototype electronically controlled suspension parts may be used. Electronic suspension may be used if such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as homologated) with the exception of internal shims and springs. The original suspension system must work safely in the event of an electronic failure.
- 26.7.1. The electronic front suspension may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

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27. REAR FORK (SWING ARM)

- 27.1. The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.
- 27.2. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.
- 27.3. Rear swing arm pivot position must remain in the homologated position (as supplied on the production machine)
- 27.4. If the standard machine has inserts then the orientation/position of the original inserts may be changed but the inserts cannot be replaced or modified.
- 27.5. Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.
- 27.6. 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.
- 27.7. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
- 27.8. The sides of the swing arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

28. REAR SUSPENSION UNIT

- 28.1. Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as homologated. All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle.
- 28.2. **MECHANICAL SUSPENSION:** Rear suspension unit and spring may be changed.
- 28.3. **ELECTRONIC SUSPENSION:** No aftermarket or prototype electronically controlled suspension parts may be used. Electronic suspension may be used if such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as homologated) with the exception of shims and springs). The original suspension system must work properly safely in the event of an electronic failure.
 - 28.3.1. The electronic shock absorber can be replaced with a mechanical one.

29. WHEELS

- 29.1. Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.
- 29.2. The speedometer drive may be removed and replaced with a spacer.
- 29.3. If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- 29.4. No modifications of the wheel-axles or any fixing and mounting points for front and rear brake calliper are authorised.
- 29.5. In order to accommodate those competitors that wish to use a superstock machine in the Superbike races. It is permissible to replace the rear axle, chain adjusters and rear caliper bracket to a "Quick Change" arrangement. However, please remember wheel changing during the Superstock race is forbidden.
- 29.6. Any such arrangement must be authorised by the Technical Director prior to the first practice session.
- 29.7. Wheel spacers can be modified.
- 29.8. Modifications to keep spacers in place are permitted.
- 29.9. Wheel diameter and rim width must remain as originally homologated. Any suitable inner tube (if fitted) or inflation valves may be used.
- 29.10. Wheel balance weights may be discarded, changed or added to.
- 29.11. Wheels from a previous model year and from the same motorcycle manufacturer may be used providing no other modifications have to be made in order to facilitate their use.
- 29.12. Alternative wheels must be of the same diameter, rim width and no lighter than those fitted to the homologated motorcycle.
- 29.13. Carbon Fibre / composite wheels are permitted only when fitted as original equipment on the homologated machine and have been certified by the manufacturer as "Fit for purpose" for racing use on the TT mountain course. Optionally, these may be replaced by an alternative ALUMINIUM wheel from the same manufacturer or an aftermarket racing wheel supplier. In any case they must be of the same diameter and rim width as the Carbon Fibre / composite wheel they replace and weight must be no lighter than the homologated composite wheels.

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30. BRAKES

30.1. Brake discs can be replaced by aftermarket discs which comply to the following rules:

- 30.1.1. Brake discs and carrier must retain the same material as the homologated disc and carrier.
- 30.1.2. A 'wave' type disc can be replaced with a round disc.
- 30.1.3. The outside diameter of the brake disc must remain the same as on the homologated disc.
- 30.1.4. The thickness of the brake disc may be increased by 20% and must continue to fit into the homologated brake calliper without any modification. The number of floaters is free.

30.2. The fixing of the carrier on the wheel must remain the same as on the homologated disc.

30.3. Anti-lock systems (ABS) can be disconnected and the ABS ECU can be dismantled.

30.4. The ABS pump may be removed.

30.5. The ABS rotor wheel can be deleted, modified or replaced. Front and rear brake callipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

30.6. 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.

30.7. The rear brake calliper bracket may be fixed on the swing arm, but the bracket (support) must maintain the same mounting (fixing) points for the calliper as used on the homologated machine. A modification of these parts is authorised. The swing arm may be modified for this reason to aid the location of the rear brake calliper bracket, by welding, drilling or using a heli-coil.

30.7.1. In order to accommodate those competitors that wish to use a superstock machine in the Superbike races. It is permissible to replace the rear axle, chain adjusters and rear caliper bracket to a "Quick Change" arrangement. However. Please remember wheel changing during the Superstock race is Forbidden.

30.7.2. Any such arrangement must be authorised by the Technical Director prior to the first practice session.

30.8. The front master cylinder must remain as originally produced by the manufacturers for the homologated machine.

30.9. Hand/Thumb operated rear brake systems may be used. These can utilise either the standard master cylinder or an aftermarket master cylinder.

30.10. Any hand brake lever (scooter type) must be protected with a lever guard of the same type used for front brake levers.

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- 30.11. Front and rear brake fluid reservoirs may be changed with an aftermarket product.
- 30.12. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).
- 30.13. Quick (or “dry-brake”) connectors in the brake lines are permitted. Front and rear brake pads may be changed. Brake pad locking pins may be changed to enable the use of security lockwire.
- 30.14. Additional air scoops or ducts are not allowed.
- 30.15. 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.

31. HANDLEBARS AND HAND CONTROLS

- 31.1. Handlebars may be replaced (does not include brake master cylinder).
- 31.2. Handlebars and hand controls may be relocated.
- 31.3. Throttle controls must be self-closing when not held by the hand.
- 31.4. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as homologated.
- 31.5. Clutch and brake lever may be exchanged by an aftermarket copy. An adjuster to the brake lever is allowed.
- 31.6. Switches can be changed but electric starter switch and engine stop switch must be located on the handlebars.

32. FOOTREST/FOOT CONTROLS

- 32.1. Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original mounting points of fixture (on foot controls and on the shift shaft) must remain as original.
- 32.2. Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- 32.3. The end of the footrest must have a minimum 8mm solid spherical radius. Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this.

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33. FUEL TANK

- 33.1. Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle. Carbon aramid or fibreglass materials are not authorised in the construction of fuel tanks.
- 33.2. The fuel tank must be fixed to the frame in the same way as the standard fuel tank. Bayonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Technical Director / Chief technical Officer have the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.
- 33.3. It is permitted to modify the standard manufactures fuel tank or make a new tank provided the silhouette of the tank conforms in principle to the homologated machine and the capacity does not exceed 24 litres.
- 33.4. Fuel tanks with breather pipes must be fitted with non-return valves which discharge into a visible catch tank with a minimum volume of 250cc made of a suitable material.
- 33.5. Fuel Tank filler caps may be altered or replaced from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time.
- 33.6. The unleaded filler baffle may be removed from the fuel tank.
- 33.7. The same size fuel tank used for practice must be used during the entire event.

34. FAIRING/BODY WORK

- 34.1. The fairing and bodywork may be replaced with cosmetic duplicates of the original parts, but these must conform in principle to the shape of the homologated machine, with slight differences allowed due to the racing use (different attachment points, fairing bottom etc.). The materials may be changed. The use of carbon fibre or carbon composite materials is not allowed.

In the interest of safety, any aero devices (wings/winglets) that protrude from the main body and that are subject to high load, at speed, are permitted to be made from a carbon composite material. Dimensionally such devices must conform, in principle, to the shape and size of those supplied on the homologated machine and be securely attached. In the case of a dispute the Technical Directors decision will be final.

- 34.2. Overall size and dimensions should be the same as the original part.
- 34.3. The windscreen may be replaced by transparent material which may include a second screen.
- 34.4. As an alternative a replacement screen may replace the original homologated screen.

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- 34.5. Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing (oil containment) device. This device cannot exceed above a line drawn horizontally from axle to axle.
- 34.6. The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden.
- 34.7. All other fairing brackets may be altered or replaced.
- 34.8. The original air ducts running between the fairing and the air box may be altered or replaced. Carbon Fibre composites and other exotic materials are forbidden, particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.
- 34.9. The lower fairing has to be constructed to hold, in case of engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50mm above the bottom of the fairing.
- 34.10. Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upwards for increased tyre clearance.
- 34.11. Rear mudguards fixed on the swinging arm can be modified, changed or removed but if fitted the original profile must be respected.
- 34.12. All exposed edges must be rounded.
- 34.13. Motorcycles can be equipped with inner ducts 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.

35. SEAT

- 35.1. The appearance from both front rear and profile must conform to the homologated shape.
- 35.2. Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.
- 35.3. The top portion of the rear bodywork around the seat may be modified to a solo seat.
- 35.4. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.
- 35.5. All exposed edges must be rounded.

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36. FASTENERS

- 36.1. Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.
- 36.2. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- 36.3. Fasteners may be drilled for safety wire, but intentional weight saving modifications are not allowed.
- 36.4. Fairing/body work fasteners may be changed to the quick disconnect type.
- 36.5. Aluminium fasteners may only be used in non-structural locations.
- 36.6. On the grounds of safety, the use of a sump oil drain bolt containing a magnet may be used on any Superstock machine. Contrary to Appendix C, article 36.1 the material of the sump oil drain bolt may be titanium.

37. SAFETY LIGHTS

- 37.1. 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:
 - 37.1.1. Safety Light must be of a robust quality and securely fitted in the approved position.
 - 37.1.2. 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.
 - 37.1.3. Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.
 - 37.1.4. Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
 - 37.1.5. The Safety light must be hard wired into the machines power supply and must turn on when the machine engine is running.
 - 37.1.6. 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.
 - 37.1.7. Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.
- 37.2. See Appendix G, Fig. 2

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38. THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED

38.1. The following Items may be altered or replaced from those fitted to the homologated motorcycle

- 38.1.1. A special one-way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage).
- 38.1.2. Any type of lubrication, brake or suspension fluid may be used.
- 38.1.3. Gasket and gasket materials (with the exception of the cylinder base gasket and head gasket).
- 38.1.4. Instrument bracket(s).
- 38.1.5. Painted external surface finishes and decals.

Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fibre reinforced composites (the only exception to this is the exhaust hanger which may be made from reinforced composites).

39. THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED

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- 39.1.4. Instrument bracket(s).
- 39.1.5. Painted external surface finishes and decals.
- 39.1.6. Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fibre reinforced composites (the only exception to this is the exhaust hanger which may be made from reinforced composites).

40. THE FOLLOWING ITEMS MAY BE REMOVED

40.1. The following items may be removed:

- 40.1.1. Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
- 40.1.2. Chain guard as long as it is not incorporated in the rear fender.
- 40.1.3. Bolt on accessories on a rear sub frame.

41. THE FOLLOWING ITEMS MUST BE ALTERED

41.1. The following items must be altered:

- 41.1.1. Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- 41.1.2. It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.
- 41.1.3. All external engine oil drain plugs must be correctly torqued and be lock wired.
- 41.1.4. Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- 41.1.5. Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.
- 41.1.6. 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.**
- 41.1.7. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
- 41.1.8. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

APPENDIX D

SPORTBIKE TT TECHNICAL REGULATIONS

TOURIST TROPHY

APPENDIX D

SPORTBIKE TT TECHNICAL REGULATIONS 2026

For TT 2026, Supertwin machines will be allowed to compete in the Sportbike Class. Sportbike and Supertwin machines competing must comply with the Regulations outlined below. These are as follows and are correct at the time publication but are subject to any amendments made by race direction or the race organisers which will be issued by means of a TT 2026 Bulletin.

For clarity, specific technical regulations for Supertwin are annotated in italics/red text.

For the avoidance of doubt; competitors may use the Aprilia RS 660 and Yamaha YZF R7 in either the Sportbike specification or the Supertwin specification.

Note: If the Aprilia RS 660 / Yamaha YZF R7 is intended for competition under Sportbike technical regulations, then all technical regulations for Sportbike must apply. Equally, the same applies if the Aprilia RS 660 / Yamaha YZF R7 is intended for competition under Supertwin Regulations.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN

SPORTBIKE MACHINES:

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

MCRCB Sportbike class motorcycles require the relevant FIM or MCRCB homologation (see 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.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period stated in the homologation conditions. 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.

SUPERTWIN MACHINES:

Any four-stroke twin cylinder motorcycle available for sale to the public for road use with a water-cooled engine of up to 700cc may be used provided it adheres to the following regulations.

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Eligible machines must be or have been available for sale to the public and be homologated / Type approved (or the equivalent single vehicle approval for low volume manufacturers) for road use from 2012 or later.

This class is for serial production machines only. One off or prototype machines are not permitted. For the avoidance of doubt and in the context of these regulations the term “serial production” is defined as a series of numbered motorcycles either mass produced,

or low volume / hand built and identified with a Vehicle Identification Number (V.I.N.). The minimum number of machines produced by the manufacturer, in order to be eligible is 30 (thirty) units.

Once a motorcycle make and model is accepted by the race organiser at point of entry to the event, it is deemed to be compliant with the above eligibility regulations and is considered to be a matter of fact and as such cannot be challenged.

Eligible machines for Supertwins TT 2026:

Make and Model	Capacity Bore and Stroke (mm)
Kawasaki Ninja 650	649cc (83.0 x 60.0)
Kawasaki Z650	649cc (83.0 x 60.0)
Kawasaki ER-6F	649cc (83.0 x 60.0)
Yamaha MT-07	689cc (80.0 x 68.6)
Yamaha R-7	689cc (80.0 x 68.6)
Patton S1-R 650	649cc (83.0 x 60.0)
Suzuki SV650	645cc (81.0 x 62.6)
Aprilia RS660	659cc (81.0 x 63.9)

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.

2. ENGINE CONFIGURATIONS AND DISPLACEMENT CAPACITIES

TT Sportbike Class Motorcycles must be able to achieve approximately 70kW (95PS): They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will have their full specification published in the MCRCB Authorised Parts List.

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3. MINIMUM WEIGHT SPORTBIKE

Brand	Minimum Weight
Aprilia RS 660	158 kg
CF Moto 675SR-R	160 kg
Kawasaki Ninja 650	156 kg
Kawasaki ZX4R (&RR)	tbc
Kove 450RR Pro	141 kg
Suzuki GSX-8R	169 kg
Triumph Daytona 660	165 kg
Yamaha YZF-R7	158 kg

SUPERTWIN

<i>Brand</i>	<i>Minimum Weight</i>
<i>Kawasaki Ninja 650</i>	<i>150 kg</i>
<i>Kawasaki Z650</i>	<i>150 kg</i>
<i>Kawasaki ER-6F</i>	<i>150 kg</i>
<i>Yamaha MT-07</i>	<i>150 kg</i>
<i>Yamaha YZF – R7</i>	<i>150 kg</i>
<i>Patton S1-R 650</i>	<i>150 kg</i>
<i>Suzuki SV 650</i>	<i>150 kg</i>
<i>Aprilia RS660</i>	<i>150 kg</i>

- 3.1 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.
- 3.2 There is no tolerance on the minimum weight of the motorcycle.
- 3.3 In the post-race inspection, the checked machines will be weighed in the condition they were at the end of the race.
- 3.4 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.
- 3.5 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.
- 3.6 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.

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4. TYRES

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

- 4.1 Tyres may be replaced from those fitted to the homologated motorcycles.
- 4.2 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.
- 4.3 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. There are no controlled tyre regulations for the TT.
- 4.4 Tyre warmers must be used.
- 4.5 Any tread pattern must be made exclusively by the manufacturer when producing the tyre.
- 4.6 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.
- 4.7 Tyre pressures must remain within the tyre manufacturers recommended range.
- 4.8 The tyre direction (where applicable) and the date of manufacture should be highlighted in tyre paint or other such marking as to be clearly visible.

5. CONTROLS

- 5.1 Footrest and foot controls may be replaced or relocated.
- 5.2 Handlebars, hand controls and cables may be altered or replaced. Engine starter switch and kill switch must be located on the handlebars and must be operational at technical checks.
- 5.3 The engine kill switch must be able to be operated by the rider whilst holding the handlebars in a normal riding position. In the event of a dispute the decision of the Technical Director or his appointed deputy will be final.

APPENDIX D

6 BODYWORK, TANK, FAIRING AND SEAT UNIT

- 6.1 Fairing, mudguards and seat unit may be altered or replaced.
- 6.2 Windscreen, if fitted, may be replaced with transparent material only.
- 6.3 The original instruments and fairing brackets may be removed, replaced or added to.
- 6.4 The petrol tank capacity may be no greater than 20 litres. The unleaded baffle in the tank may be removed and the filler replaced. Fuel tank materials may be changed but must be metal (steel / aluminium / titanium). The use of carbon composite or plastic fuel tanks are not permitted unless they are as fitted to the standard motorcycle and remain unmodified. The fuel tank breather must vent via a non-return valve into a catch tank with a minimum capacity 250cc. This must be visible so it can be checked at technical checks.
- 6.5 The lower fairing must 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 (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.

7. BATTERY

The size and type of the battery may be changed and relocated.

8. ENGINE

SPORTBIKE:

For the Sportbike category all engine parts must remain as homologated unless specified in the MCRCB Authorised parts list, where the list will take precedence over the following. Engine Kits are compulsory where listed.

SUPERTWIN:

8.1 Engine type must be by the original manufacturer, substituting with an alternative brand is not permitted.

8.2 Bore and Stroke must remain as per the standard machine.

8.3 Original OEM cylinder head, pistons, valves, cylinders may be modified, polished or lightened. Gas flow modifications normally associated with individual tuning is permitted.

8.3.1 Pistons and associated parts (i.e. piston rings, piston pin, piston circlips may be modified or replaced. The use of anti-friction/anti-wear coatings is permitted. Std bore size must be retained.

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- 8.3.2 *Intake and exhaust valves must be the original OEM parts. However, they may be modified. The valve head must be the same diameter or smaller than the standard OEM valve. Oversize valves are not permitted.*
 - 8.3.3 *Valve Springs are free and may be modified or replaced.*
 - 8.3.4 *Valve Spring retainers and cotters are free and may be modified or replaced.*
 - 8.3.5 *Valve spring seats are free and may be modified or replaced.*
 - 8.3.6 *Valve lash caps (buckets) may be modified. The use of anti-friction/anti wear coatings is permitted.*
 - 8.3.7 *Cylinders may be modified (i.e. machining gasket faces to adjust deck hight/squish etc) but the cylinder bore size must remain standard.*
 - 8.4 *Compression ratio of the engine may be changed.*
 - 8.5 *Pistons may be replaced.*
 - 8.6 *Conrods may be modified or replaced but the material must remain the same type as found on the standard machine (steel rods can only be replaced by steel rods) and the rods must be the same weight or heavier than standard.*
 - 8.7 *Crankshaft may be modified or changed but must be no lighter than that used on the standard machine.*
 - 8.8 *Camshaft timing may be changed by the slotting of cam sprockets. Cam lift and dwell is free. The thermostat may be removed from the housing to aid cooling, if required.*
- Camshaft timing is free. Camshaft sprockets may be modified or replaced to aid adjustment of the camshaft timing.*
- Camshaft lift and duration (dwell) is free. The camshaft may be modified or replaced. The use of anti-friction/anti wear coatings is permitted.*

9 IGNITION SYSTEM / FUEL SYSTEM

SPORTBIKE

- 9.1 The original homologated fuel injection system must be used without any modification unless outlined in the Authorized parts List.
- 9.2 The fuel injectors must be std and unaltered from the original specification and manufacturer unless outlined in the Authorized Parts List.
- 9.3 Butterflies cannot be changed or modified unless outlined in the Authorized parts List.

SUPERTWIN

- 9.4 *The ECU must remain as fitted to the homologated machine or a machine of similar type and construction from a previous model and from the same manufacturer. However, it is permitted to use a secondary fuel and/or ignition module such as a Power Commander / Bazzaz etc "Flashing the standard ECU is also allowed.*

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9.5 The use of a secondary closed loop self-mapping device such as “Auto Tune” is permitted.

9.6 The use of an aftermarket ECU (e.g. Motec, IgniTech etc) is not permitted.

9.7 RPM Limits:

9.7.1 650cc machines 11,000 RPM

9.7.2 651cc to 700cc machines 11,000 RPM*

*9.7.3 *The Aprilia RS660 to have a RPM limit of 11,500RPM.*

9.8 Machines may be selected for mandatory Dyno Testing for verification of RPM limit.

10 SUPERTWIN - THROTTLE BODIES

10.1 For machines under 651cc, the throttle bodies and injectors can be changed, bored out, polished and modified. The use of multiple injectors per cylinder is allowed.

10.2 The Aprilia RS660 throttle bodies and injectors must remain as homologated. No modifications are permitted with the exception of removal or fixing the position of any secondary butterflies only.

10.3 The Yamaha MT-07/R7 is permitted to modify/bore out standard throttle bodies. Injectors may be changed. Dual injectors are not permitted.

10.4 Bell mouths may be modified, removed or changed.

10.5 Air boxes may be modified or replaced.

11. ENGINE CRASH COVERS

11.1 All lateral covers/engine cases containing oil and which could be in contact with the ground during an incident must be protected by a second cover made from metal such as aluminium alloy, stainless steel, steel or titanium. Composite covers are not permitted.

11.2 The secondary cover must cover a minimum of one third of the original cover. The Technical Directors decision on suitability is final.

11.3 Plates or crash bars from aluminium or steel are also permitted in addition to those covers outlined above. All covers must be designed to be resistant against sudden shocks, abrasions and crash damage.

11.4 FIM or MCRCB approved covers will be permitted without regard of the material or dimensions.

11.5 Covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcase.

11.6 The Technical Director has the authority to refuse any cover not complying with the above.

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12. TRANSMISSION / GEARBOX

SPORTBIKE:

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

SUPERTWIN:

- h. Gearbox may be changed or modified. The number of gears must remain as found on the standard machine.*
- i. Additions to the gearbox or selector mechanism, such as quick shift systems are permitted.*
- j. Clutch springs; friction and drive plates may be replaced.*
- k. The use of slipper clutch assemblies is permitted.*
- l. Front and rear external drive sprockets, chain pitch, width and length can be changed.*

13. CLUTCH

- 13.1 Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
- 13.2 Friction and drive discs may be changed.
- 13.3 Clutch springs may be changed.

APPENDIX D

- 13.4 The clutch basket (outer) must be the originally fitted and homologated part.
- 13.5 The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).
- 13.6 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.

14. OIL PUMPS AND OIL LINES

- 14.1 Must be the originally fitted and homologated parts with no modification allowed.
- 14.2 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.
- 14.3 All oil related fittings must be lockwired.
- 14.4 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.**

15. COOLING SYSTEM

- 15.1 The only liquid engine coolants permitted will be water.
- 15.2 An additional water radiator may be fitted but the appearance of the front, the rear and the profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.
- 15.3 Alternatively, but not in addition to 14.2, an oil cooler may be fitted. The retail price limit (excluding taxes) of complete system including all hoses and fittings must be €1350. The oil feed may be provided by:
 - a. An oil coupling already present
 - b. A heat exchanger (oil/water) may be replaced with an oil cooler adaptor plate
 - c. An adaptor plate may be fitted behind the oil filter
 - 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

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16. AIRBOX

- 16.1 The airbox must be the originally fitted and homologated part with no modification allowed.
- 16.2 The air filter element may be replaced but must be fitted in the original location.
- 16.3 The airbox drains must be sealed.
- 16.4 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.
- 16.5 No heat protection may be attached to the airbox.

17. FUEL SUPPLY

- 17.1 Fuel pump and fuel pressure regulator must be the originally fitted and homologated parts with no modification allowed.
- 17.2 The fuel pressure must be as homologated.
- 17.3 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.
- 17.4 Fuel level sensors may be removed or fixed in position.
- 17.5 Quick connectors or dry break connectors may be used.
- 17.6 Fuel vent lines may be replaced.
- 17.7 Fuel for all practices and races must comply with the ACU Specification as outlined in Section 1 of these Regulations.

18 EXHAUST SYSTEM

- 18.1 Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. The number of final exit(s) to the exhaust may be altered from that of the homologated machine.

APPENDIX D

19 ELECTRICS AND ELECTRONICS

- 19.1 The engine must start using the standard on board electric start.
- 19.2 The alternator may be modified or changed.
- 19.3 The original wiring harness may be modified or replaced.
- 19.4 It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.
- 19.5 Data logging is permitted with no restriction on the number of logged channels. Telemetry (ie. ship to shore communications) is not permitted.

20 GENERATOR, ALTERNATOR, ELECTRIC STARTER

- 20.1 The generator (ACG) must be the originally fitted and homologated part with no modification allowed.
- 20.2 The alternator must be fitted in its original position and without offsetting.
- 20.3 The electric starter must operate normally and always be able to start the engine during the event.

21 FRAME AND SWING ARM

- 21.1 Frame must remain as originally produced by the manufacturer for the homologated machine. Surplus attachment brackets may be removed and replaced with those more suitable for race fairings, sub frame attachment, instrument brackets and rear sub frame may be removed, replaced, or modified. Swing arm may be replaced by another provided it is from the same manufacturer and provided the original attachment to frame and rear suspension remains the same as the standard motorcycle. No bracing or strengthening is allowed. Chain adjusters / rear axle blocks may be modified or replaced. For clarity and the avoidance of doubt:

Chain adjusters/rear axle blocks refer to the removable parts of the chain adjustment and axle assembly.

The swinging arm, in the area where the rear wheel axel is assembled is not considered to be a chain adjuster or rear axle block and as such may not be modified or replaced.

For clarity and the avoidance of doubt:

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Any rear suspension linkage and/or tie rods (if fitted) are free, but their attachment points located on the main body of the swinging arm and main body of the chassis must remain as found on the standard machine.

Any removable footrest / auxiliary brackets that the swing arm pivot axle passes through are not considered to be part of the main frame and as such may be modified or replaced but their attachment points to the main frame must remain as found on the standard machine.

22 SUSPENSION

22.1 Participants in the TT Sportbike class have no restriction on component cost. The MCRCB Authorised parts list can be disregarded in this respect.

23 FRONT FORKS

SPORTBIKE

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

- a. Kits must be of an open cartridge design (no sealed/through rod/pressurized systems).
- b. Fork springs may be modified or replaced.
- c. 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.
- d. The fork stroke will be a maximum of 125mm to the bump stop plus a maximum of 5mm bump stop stroke.
- e. The fork kit manufacturer will be wholly responsible for ensuring the safe operation of the fork.
- f. Dust seals may be modified, changed or removed if the fork is totally oil sealed.
- g. The triple clamp assembly with fixed offset (Upper clamp, lower clamp and stem) must be the manufacturer designated assembly and listed on the MCRCB Authorised Parts list. The price limit for the complete assembly is €850 (£745GBP). No other options are allowed.
- h. A steering damper may be added or replaced with an aftermarket damper.

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- i. The steering damper cannot act as a steering lock limiting device.

SUPERTWIN

- j. *Forks may be changed or modified.*
- k. *Fork yokes / triple clamp may be changed.*
- l. *Original internal parts of the fork may be modified or replaced.*
- m. *Aftermarket damper kits or valves may be installed.*
- n. *Fork springs may be replaced.*
- o. *Fork caps may be modified or replaced beyond the homologated standard to allow external adjustments.*
- p. *The use of carbon fibre for structural elements of the fork is not permitted.*
- q. *Steering damper may be added or changed. The addition of steering damper mounting lugs to the chassis by welding is permitted.*

24 REAR SUSPENSION UNIT

SPORTBIKE

- 24.1 Rear suspension unit (shock absorber) may be replaced.
- 24.2 The original attachment points to the frame and rear fork (or linkage) must be as homologated.
- 24.3 The rear suspension linkage must be the manufacturer designated assembly and listed on the MCRCB Authorised Parts list. The linkage must have fixed geometry (non-adjustable). The price limit for the complete assembly is €550 (£485 GBP).
- 24.4 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.

SUPERTWIN

Rear suspension unit can be changed or modified, but the original attachment to the frame and swing arm must remain as found on the standard machine.

25. WHEELS

SPORTBIKE

- 25.1 Wheels must be the originally fitted and homologated parts with no modification allowed.
- 25.2 The wheels may be overpainted but the original finish cannot be removed.

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- 25.3 A non-slip coating / treatment may be applied to the bead area of the rim.
- 25.4 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.
- 25.5 Wheel axles must be as homologated with no modification allowed. Axle cones are not allowed.
- 25.6 Axle nut may be replaced and be captive.
- 25.7 Wheel spacers can be modified or replaced.
- 25.8 Bearing spacers are free.
- 25.9 Wheel balance weights may be discarded, changed or added to.
- 25.10 Angled aluminium or steel inflation valves are compulsory.
- 25.11 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.

SUPERTWIN

- 25.12 *Wheels may be replaced. Carbon fibre or composite wheels are not permitted.*
- 25.13 *Wheel rim diameter and width are free.*

26 BRAKES

SPORTBIKE

- 26.1 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.
- 26.2 The maximum thickness of the brake disc is 5.5mm
- 26.3 Only Steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.

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- 26.4 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. Caliper bolts must have correct length shanks.
- 26.5 Rear brake calipers must be the originally fitted and homologated parts with no modification allowed. The mounting points and carrier/hanger must remain as homologated but threaded holes may be made in the carrier/hanger to make the hanger captive connected to the chain adjusters.
- 26.6 In order to reduce the transfer of heat to the hydraulic fluid it is permitted to replace light alloy pistons with steel pistons kits made by the same manufacturer of the calliper and listed on the MCRCB Authorised Parts List.
- 26.7 The front brake master cylinder can be the originally fitted and homologated part with no modification allowed or may be replaced with a aftermarket racing unit.
- 26.8 The brake lever design is free.
- 26.9 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.
- 26.10 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.
- 26.11 Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- 26.12 Additional air ducts are not allowed.
- 26.13 The ABS System must be removed.
- 26.14 Motorcycles must be equipped with brake lever protection, intended to protect 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.

SUPERTWIN

- 26.15 Front and rear brake discs may be changed. Only ferrous materials are allowed for brake discs.*

- 26.16 Front Brake and rear brake calipers maybe changed or modified.*
- 26.17 Front and rear brake pads may be changed.*
- 26.18 Front and rear master cylinders may be changed.*
- 26.19 Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (bottom yoke).*
- 26.20 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.*
- 26.21 Any handbrake (scooter type) must be protected with a lever guard of the same type used for the front brake.*

27 HANDLEBARS AND HAND CONTROLS

- 27.1 Handlebars may be replaced.
- 27.2 Handlebars and hand controls may be replaced and relocated.
- 27.3 Throttle controls must be self-closing when not held by the hand.
- 27.4 Only the Grip/Gas sensor listed in the MCRCB Authorised Parts list may be used.
- 27.5 Clutch assembly and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
- 27.6 Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
- 27.7 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.

28 FOOTREST AND FOOT CONTROLS

- 28.1 Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- 28.2 Foot controls; gear shift must remain operated manually by foot.

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28.3 Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

28.4 The end of the foot rest must have at least an 8 mm solid spherical radius.

28.5 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.

29 FUEL TANK

29.1 The petrol tank capacity may be no greater than 20 litres. The unleaded baffle in the tank may be removed and the filler replaced. Fuel tank materials may be changed but must be metal (steel / aluminium / titanium). The use of carbon composite or plastic fuel tanks are not permitted unless they are as fitted to the standard motorcycle and remain unmodified. The fuel tank breather must vent via a non-return valve into a catch tank with a minimum capacity 250cc. This must be visible so it can be checked at technical checks.

29.2 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.

29.3 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. Monza caps are not allowed.

29.4 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.

29.5 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.

29.6 The tank may not have a cover fitted over it unless the homologated machine also features a full cover.

29.7 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.

29.8 Fuel tank cannot have heat reflective sheet attached to its bottom surface.

APPENDIX D

30 FAIRING / BODYWORK

- 30.1 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.
- 30.2 For all bodywork paint and decal design is free.
- 30.3 The fairing has a tolerance of +/-8mm 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 +5mm maximum. In case modifications to the design are necessary to fit the purpose of racing then this must be agreed between the Manufacturer and the Technical Director and will apply to ALL machines of that model. In all cases the decision of the Technical Director is final.
- 30.4 Wind screen may be replaced.
- 30.5 Fairing brackets may be altered or replaced.
- 30.6 If fitted the ram-air intake must maintain the originally homologated shape and dimensions.
- 30.7 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 MCRCB Authorised Parts List. The material is free.
- 30.8 No ducting may be added to direct airflow towards the airbox if not fitted on the original machine. No other part may be modified to perform this purpose.
- 30.9 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.
- 30.10 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.
- 30.11 The lower fairing must not have a drain hole.
- 30.12 Minimal changes are allowed in the fairing to allow clearance for protective engine covers.

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- 30.13 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.
- 30.14 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.
- 30.15 Front mudguard may be spaced upward for increased tyre clearance.
- 30.16 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.
- 30.17 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.
- 30.18 The chain guard may be removed as long as it is not incorporated in the rear fender.
- 30.19 The existing rear mudguard under the seat may be removed.
- 30.20 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 the Technical Director. A bellypan is compulsory.

31 SEAT

- 31.1. Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform in principle to the homologated shape.
- 31.2 The top portion of the rear body work around the seat may be modified to a solo seat.
- 31.3 Same materials as fairing must be used
- 31.4 All exposed edges must be rounded.

32 FASTENERS

- 32.1 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.

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32.2 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.

32.3 Aluminium fasteners may only be used in non-structural locations.

32.4 Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.

32.5 Thread repair using inserts of different material such as helicoils and timeserts.

32.6 Fairing/bodywork fasteners may be changed to the quick disconnect type

33 SAFETY LIGHTS

33.1 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:

- 33.1.1 Safety Light must be of a robust quality and securely fitted in the approved position.
- 33.1.2 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.
- 33.1.3 Mounted on the seat, approximately on the machine centre line in a position approved by the Chief Technical Officer.
- 33.1.4 Power output/luminosity equivalent to approximately; 10 – 15W (incandescent) 0.6-1.8W (LED).
- 33.1.5 The Safety light must be hard wired into the machines power supply and must turn on when the machine ignition is energised.
- 33.1.6 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.
- 33.1.7 Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.

33.2 See Appendix G, Fig. 2

34 THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED FROM THOSE FITTED ON THE HOMOLOGATED MOTORCYCLE

34.1 Any type of lubrication, brake or suspension fluid.

34.2 Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.

34.3 Gaskets and gasket materials (excepting head and base gaskets – see Authorised parts list).

APPENDIX D

35 THE FOLLOWING ITEMS MUST BE REMOVED

- 35.1 Headlamp
- 35.2 Rear lamp and turn signal indicators
- 35.3 Rear view mirrors
- 35.4 Horn
- 35.5 Licence plate bracket
- 35.6 Tool box
- 35.7 Helmet hooks and luggage carrier hooks
- 35.8 Passenger foot rests
- 35.9 Passenger grab rails
- 35.10 Safety bars
- 35.11 Centre and side stands.

APPENDIX E

SIDECAR TT TECHNICAL REGULATIONS

TOURIST TROPHY

APPENDIX E

SIDECAR TT TECHNICAL REGULATIONS 2026

Sidecar TT machines must comply with the following requirements.

1. ENGINE TYPES

- 1.1. Only serial production engines are permitted for this class and can be of the following type:
 - 1.1.1. Maximum 600cc, 4 stroke, 4-cylinder, production based.
 - 1.1.2. Maximum 675cc, 4 stroke, 3-cylinder, production based.
 - 1.1.3. Maximum 900cc, 4 stroke, parallel twin cylinder, production based.
- 1.2. V-Twin engines are not permitted.
- 1.3. Rotary engines are not permitted.
- 1.4. Turbo charging and super charging is not permitted.
- 1.5. Over-boring is not permitted. Standard bore size for the chosen production-based engine must remain unchanged.
- 1.6. Crankshaft stroke must be as found on the chosen production-based engine must remain unchanged.

2. ALLOWED INDUCTION SYSTEMS

- 2.1. Carburettor engines are not permitted.
- 2.2. Fuel injection systems are permitted using only the throttle bodies for the engine model, brand and type. No modifications to the throttle bodies is permitted. No machining, or boring of the throttle bodies is permitted. Injectors must remain as homologated to the engine model, model year, brand and type.
- 2.3. Primary Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position or removed.
- 2.4. Fuel for all practices and races is restricted to 97/99 RON fuel available from Manx Petroleum fuel stations. All other fuel types are forbidden.
- 2.5. Any fuel pressure regulator may be used but the fuel pressure must remain as homologated.
- 2.6. The Engine Control Unit (ECU) and wiring loom is free.
- 2.7. All engine, gearbox (max 6 ratios) and clutch modifications are allowed with the exception of bore and stroke. This must remain as found on the homologated machine.

2.8. All external engine oil drain plugs must be correctly torqued and be security lock wired.

3. GENERAL CONSTRUCTION

3.1. The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the competitor nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.

3.2. The three road wheels may be disposed as to give two or three tracks.

3.3. If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.

3.4. A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means.

3.5. The main frame (See Figure 1A) must consist of a minimum, of a steering head, a frame to accommodate the engine, and a main spar to the sidecar wheel, which will be made from good quality steel tube.

3.6. The tubing used for the construction of the frame may be of a circular or non-circular section. If circular, the outside diameter shall not exceed 101.6mm. If non-circular, the maximum cross section shall not exceed 101.6mm, measured at right angles to any flat face.

3.7. These three components must be permanently fixed by TIG welding or brazing.

3.8. The rear swinging arm outer pivot housings (See Figure 1B) may be detachable from the main frame, the pivot housings must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the outer pivot housings is forbidden.

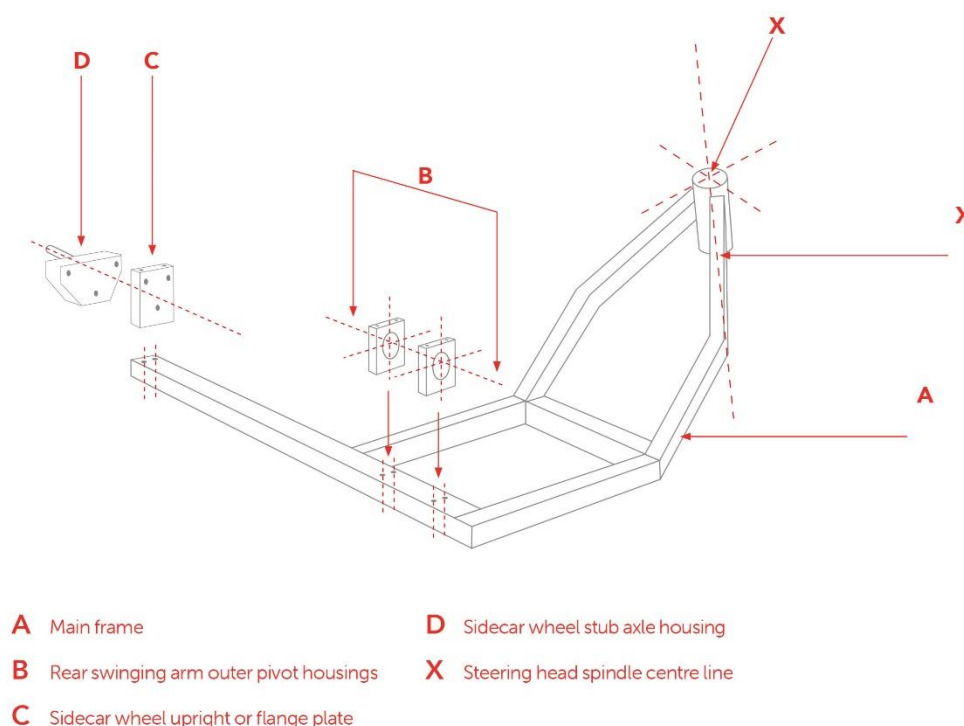
3.9. The sidecar wheel upright or flange plate (See Figure 1C) at the end of the main sidecar wheel spar may be detachable. The upright flange plate must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised, while any supporting tie rods to the upright or flange plate must be made of steel. The use of castings for the sidecar wheel upright or flange plate is forbidden.

3.10. The sidecar wheel stub axle housing (See Figure 1D) may be detachable from the sidecar wheel upright/flange plate; the housing must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the sidecar wheel stub axle housing is forbidden.

APPENDIX E

- 3.11. Reinforcement of the steering head is allowed. The steering head may be fully boxed in. Should any lightening or inspection holes be added to the “fully boxed in” section they will be deemed as still “fully boxed in” and not open.
- 3.12. The front forks are to be either a leading / trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of good quality steel and must be TIG welded or brazed during construction. The lower loop must be made of good quality steel and TIG welded or brazed during construction.
- 3.13. Minimum suspension travel to be 20mm.
- 3.14. The rear swinging arm must be made of good quality steel or aluminium, single sided swinging arms are allowed, and must have minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction; the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to monocoque chassis are forbidden.
- 3.15. The use of composite construction is forbidden with the exception of the sidecar platform, i.e. aluminium or carbon fibre skinned honeycomb.
- 3.16. The use of titanium in the construction of the frame, front forks, handle bars, swinging arm and wheel spindles is forbidden.
- 3.17. For wheel spindles, the use of light alloys is also forbidden.
- 3.18. Under trays must be detachable.
- 3.19. Monocoque construction is forbidden.

FIGURE 1



4. ENGINE POSITION

4.1. The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders) shall not exceed 160mm beyond the centre line of the rear wheel of the motorcycle.

4.2. The engine must be positioned behind the steering head and in front of the driver.

4.3. An engine positioned behind the competitor and in front of the rear wheel is forbidden.

5. DIMENSIONS

5.1. The minimum weight for all sidecar outfits competing at the TT is 220.0kg. At any time during qualifying or racing, the weight of the whole outfit (including the tank, its contents and all bodywork) must not be less than the minimum weight.

5.1.1. There is no tolerance on the minimum weight of the sidecar outfit.

5.1.2. During the final inspection at the end of each race, the machines chosen will be weighed in the condition they finished the race.

5.1.3. The addition of ballast in order to reach the minimum weight is forbidden.

5.2. Width (Overall Maximum) 1575mm.

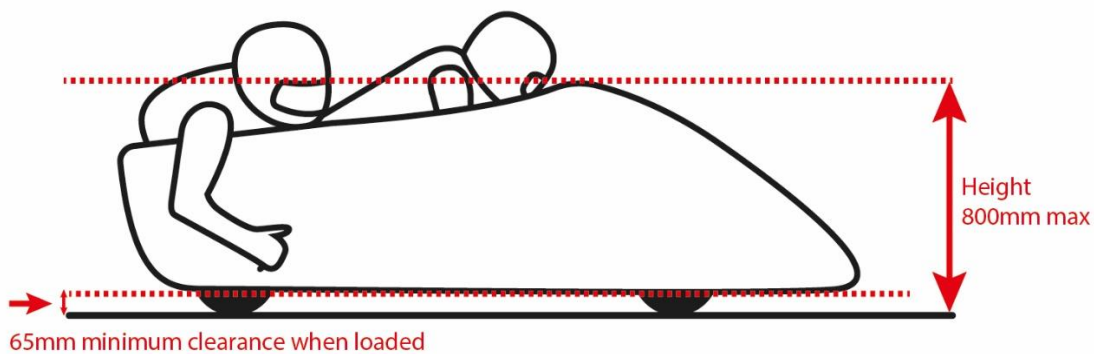
5.3. Wheelbase (Maximum) 1651mm.

APPENDIX E

5.4. Track 800mm minimum, 1105mm maximum. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.

5.5. Height (Overall Maximum) 800mm.

5.6. The ground clearance measured over the entire length and width of the vehicle in a race ready condition, fully loaded with Driver, Passenger, and fuel must not be less than 65mm with the steering in the straight-ahead position. Tyres pressures must be set to recommended operating pressures and not over inflated. Note that the ground clearance will be measured with all Bodywork fitted and secured to the outfit. A tolerance of a maximum 3mm may be granted only if authorised by the Chief Technical Officer.



6. STREAMLINING AND BODYWORK

6.1. All streamlining and bodywork must, when mounted and secured, be ridged enough to prevent excessive flex and movement in order to eliminate the possibility of it contacting / interfering with the steering system throughout its full range of movement.

6.2. All main mounting pins/plates forward of the steering head must be secured to the bodywork with a steel plate no smaller than 100mm square. This must be both riveted and bonded (e.g. fibreglass/resin) to the bodywork in order to render it a permanent and secure fixing point. For verification purposes all Rivet Heads must be intact and visible on the outside of the bodywork.

6.2.1. For the avoidance of doubt. A main mounting point is defined as a fixture or fitting that robustly secures the bodywork directly to the chassis.

6.3. There must be no fewer than four main mounting pins/pegs secured with “R” clips dispersed appropriately around the main bodywork. All bodywork fixing pins/pegs must always be secured with “R” clips or similar.

APPENDIX E

- 6.4. The streamlining and bodywork must be fixed securely to the outfit in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting point.
- 6.5. The streamlining must be detachable for technical inspection.
- 6.6. Aerofoils or spoilers are not permitted on streamlining.
- 6.7. Whatever the position of the steering, there must be a minimum space 20mm between the inside of the bodywork and any part of the steering mechanism or front wheel/tyre. This includes but is not limited to: control levers, forks, dampers etc.
- 6.8. A solid and effective protection must be fitted between the competitor and the engine. This protection must prevent direct contact between competitors' body or clothing and escaping flames or leaking fuel or oil.
- 7. PASSENGER PLATFORM**
- 7.1. Minimum dimensions 800mm by 300mm measured 150mm above the platform.
- 7.2. The orientation is free.
- 7.3. DRIVER: The competitor in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.
- 7.4. PASSENGER: The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable handholds for the passenger to hold on to when leaning out. The hand-holds must be of the closed loop type, a single projection hand-hold is not permitted.
- 8. AIR INTAKES**
- 8.1. Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of accident.
- 9. RESTRICTOR PLATES**
- 9.1 The intake Restrictor Plate with a 27.5mm internal diameter must be positioned centrally ensuring full coverage of the intake aperture. The Restrictor Plate must be fitted without any additional breathers, feeds, fittings or ancillary attachments. No hoses or auxiliary devices should be connected, routed through, or mounted on the Restrictor Plate. The Restrictor Plate must remain unimpeded, unobstructed and unmodified, serving solely as the mandated 27.5mm restriction. It is strictly forbidden to add any device or material to taper onto or feed into the restrictor plate from the throttle body side. It is permissible to add a device or material on the cylinder head side of the restrictor plate but such device or material must not be bonded to the restrictor plate.

9.2 Engine Braking. Additional Air Bleeds may not be used on the inlet track either side of the restrictor plate. It is not allowed to add any additional external device to the inlet track or throttle bodies. For the avoidance of doubt, Throttle Bodies and Injectors must remain as homologated for the engine model and model year used. No modifications are permitted unless detailed elsewhere in these regulations.

9.3 Restrictor Plates will be provided by the Race Organiser to each Sidecar Team once the Entry list has been confirmed.

10. OIL AND COOLANT CONTAINMENT

- 10.1 Dry Sump Systems must have oil absorbent material of no less quality than 3M product number T156 or CEP sorbents product number CEP-EP100, under the oil tank and surrounding area in the event of oil tank failure or oil pipe failure.
- 10.2 In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine break down, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).
- 10.3 The surrounding edges of the tray must be at least 50mm above the bottom of the tray, measured vertically from the tray oil containment material must be fixed to this tray and the sides.
- 10.4 The frontal edge of the oil tray wall must be extended upwards to arrive just below (within 20mm) of the exhaust ports of the engine.
- 10.5 The rear face of the tray should be to the height of the swinging arm and the minimum width should be equal to the width of the rear tyre.
- 10.6 The gear lever must exit via a rubber boot or two rubber curtains.
- 10.7 The chain slot must have a rubber/brush curtain fitted.
- 10.8 Holes for the engine mounts (hangers) must be sealed.
- 10.9 From a vertical view, the engine must be located completely inside the oil tray platform.
- 10.10 The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.
- 10.11 All machines must use this tray.

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- 10.12 All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100.
- 10.13 This material shall be securely fixed to the following areas of the sidecar:
- 10.12.1 The entire oil-tray, both the bottom and the inside walls of the same. The volume of material used in this area, according to the manufacturers specifications, shall absorb not less than 3 litres of oil.
 - 10.12.2 Any bodywork directly covering the engine.
 - 10.12.3 In the event that oil is absorbed by the material, it must be replaced before the next track session.
- 10.13 The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties.
- 10.15 All absorbent material shall be non-flammable by design.
- 10.16 Oil-lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.
- 10.17 Oil coolers must not be mounted on or above the bodywork of the sidecar.
- 10.18 The location of the oil tank and the oil cooler should be placed in a location where it is least likely to be damaged in an accident.
- 10.19 Ignition pick-up covers must be lock wired.
- 10.20 Clutch centre covers must be lock wired.
- 10.21 All external engine oil drain plugs must be correctly torqued and be security lock wired.
- 10.22 Where practical, all external oil gallery plugs, pressure / temperature sensors containing positive oil pressure must be correctly torqued and secured with lock wire or some other form of security device. As an absolute minimum all external plugs must be installed with the use of a high strength thread locking agent and paint marked to verify that this is the case.
- 10.23 Any external oil lines containing positive oil pressure must be of a suitable material and construction. All oil line fasteners should be lock wired or at the very least be secured with a high strength locking agent and paint marked to verify that this is the case.

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10.24 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.**

10.25 Any machine wishing to use a chain oiling device may do so only if that system is enclosed to ensure the complete containment of any excess lubricant.

11. AIRBOX

11.1. An airbox must be used with all engines.

11.2. The airbox intake sizes are restricted as follows:

11.2.1. If 1 intake is used a maximum of 103mm internal Diameter is permitted.

11.2.2. If 2 intakes are used a maximum of 73mm Internal Diameter per intake is permitted or equivalent area if none circular section(s) are used measured within 50mm of the point of entry into the airbox.

11.2.3. The maximum number of intake holes at the point of restriction i.e. within 50mm of the point of entry into the airbox will be either one for a single intake or two for a double intake

11.3. The airbox must completely close around the induction bell-mouths

11.4. The throttle-bodies may be entirely within the airbox.

11.5. The engine must have a closed breather system.

11.6. The engine breather must be connected and discharge in the airbox.

11.7. The airbox must cover and collect fluids discharged from the bell-mouths.

11.8. The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track.

11.9. This oil containment must hold a minimum of 1000 cc of oil.

11.10. The airbox must be sealed to prevent spillage of oil or fuel.

12. OIL CATCH TANKS

12.1. Motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox.

13. WHEELS

13.1. The minimum diameter of an inflated tyre must be 400mm. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast composite wheel as supplied by the manufacturer is prohibited.

13.2. The use of magnesium wheels is forbidden.

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14. STEERING

- 14.1. Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle. They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods. Handlebars and all steering bearings must be located on the sprung portion of the front suspension.
- 14.2. Any form of remote steering is forbidden.
- 14.3. Handlebar width 450mm minimum.
- 14.4. Steering lock angle each side of straight ahead position to be 20 degrees minimum, measured at the headstock.
- 14.5. Whatever the position of the handlebars the front wheel must never touch the streamlining.
- 14.6. Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

15. THROTTLE CONTROLS

- 15.1. Throttle controls must be self-closing when not held by the hand.

16. CONTROL LEVERS

- 16.1. All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever.

17. BRAKES

- 17.1. All three wheels must be braked. The brake system must consist of:
 - 17.2. One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels.
 - 17.3. If one circuit fails the other must work efficiently.
 - 17.4. An emergency system operated by a handlebar lever with a simple circuit operating on either the front or rear wheel of the motorcycle.
 - 17.5. Only ferrous discs allowed.

18. TYRES

- 18.1. For all meetings the use of slick tyres is permitted. The wheel rim shall be at least 254mm in diameter and 64mm in width. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm.
- 18.2. The surface of a slick tyre must contain two or more hollows at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre.

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When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used.

18.3. Hoosier R20 compound tyres are currently the only sidecar tyre brand authorised to be used for TT 2026 in the following sizes and references :-

20.0/7.0 - 13 -Front/Chair-	Ref 43140 (R20 compound)
20.0/7.5 - 13 -Chair-	Ref 43167 (R20 and R35b compound)
20.0/9.0 - 13 -Rear-	Ref 43187 (R20 compound)
20.0/10.0 - 13 -Rear-	Ref 43195 (R20 compound)
20.5/70-13 – Chair -	Ref 43164 (R35b compound)

**** COMPOUNDS TO BE UPDATED FOR 2026 ****

19. MUDGUARDS AND WHEEL PROTECTION

19.1. The rear driving wheel must be covered down to the level of the sidecar platform on the nearest side to the sidecar wheel.

19.2. The sidecar wheel must be enclosed from the sidecar platform.

20. EXHAUST PIPES

20.1. Exhaust fumes must be discharged in a manner so as to not raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform. The exhaust exit pipe must be no more than 45 degrees to the vertical

20.2. On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar.

20.3. Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

21. FUEL TANK

21.1. Fuel tanks must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe. This pipe must discharge into a suitable catch tank, minimum capacity 500ml.

21.2. The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident.

22. BATTERY

22.1. The battery must be covered in such a way that neither the driver nor the passenger can come into contact with the battery or its contents.

23. CUT-OUT DEVICE

23.1. An ignition cut-out must be fitted to operate when the driver leaves the machine. This cut-out system must interrupt the primary circuit and must be wired for both the supply and return current. The cut-out must be placed as near to the centre of

APPENDIX E

the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.

23.2. Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut-out device is operated.

24. RED SAFETY LIGHT

24.1. Sidecars must be equipped for the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light. Pulsating lights are not permitted.

24.2. The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar platform. The light must be mounted on a part of the suspended body, (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger.

24.3. The red safety light must be switched on at all times during every practice/race session.

23.4 The Safety light must be hard wired into the machines power supply and must turn on when the machines ignition is energized.

23.5 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.

23.6 Machines not showing a functioning safety light will be black flagged and will not be permitted to continue.

24 REAR VIEW MIRROR

24.4 External rear view mirrors having suitable dimensions and mountings are optional.

25 FUEL

25.1 Fuel for all practices and races is restricted to 97/99 RON fuel available from Manx Petroleum fuel stations. All other fuel types are forbidden.

APPENDIX F

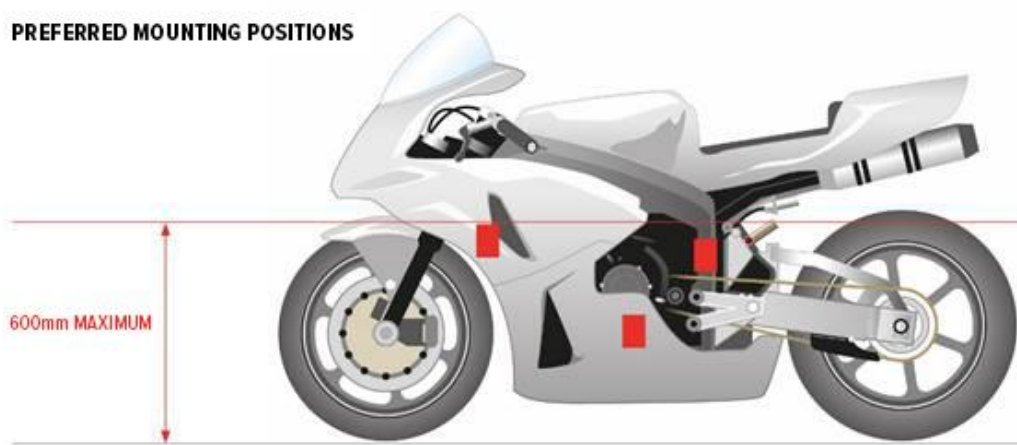
TRANSPONDERS

APPENDIX F

TRANSPONDERS

1. An AMB TranX 260 or compatible transponder must be used.
2. Ensure that the transponder holder is fitted securely, preferably using bolts and Nylock nuts. (if tie-wraps are used at least two sufficiently strong tie-wraps are needed to secure the holder).
3. The transponder must be mounted vertically and not horizontally.
4. The securing pin must be at the top.
5. Fit the transponder holder in a safe and secure position.
6. Mount the transponder so that it is preferably no more than 2 ft (60 cm) from the ground.
7. Mount the transponder so that it is away from heat generating bodies such as the exhaust.
8. Mount the transponder so that it has a clear view of the ground as possible. Note - the transponder signal will not pass through metal or carbon fibre based plastics.
9. Push the 'R' clip right through as far as possible in order to prevent it being accidentally pushed out.
10. The transponder must be fitted whenever your machine is taken into the assembly area and whenever it is on the course, including timed and untimed practice sessions.
11. The transponder must be charged and 'flashing' green and fitted to the machine when presented for Technical Inspection.
12. Disregarding any of the above guidelines may result in your time(s) not being recorded.
13. No time will be recorded at all if the transponder is not fitted or has not been charged.
14. If attached to the fork leg the transponder must not interfere with the steering lock.
15. The transponder must not be fitted on top or between the top and bottom yokes on the fork legs.

PREFERRED MOUNTING POSITIONS



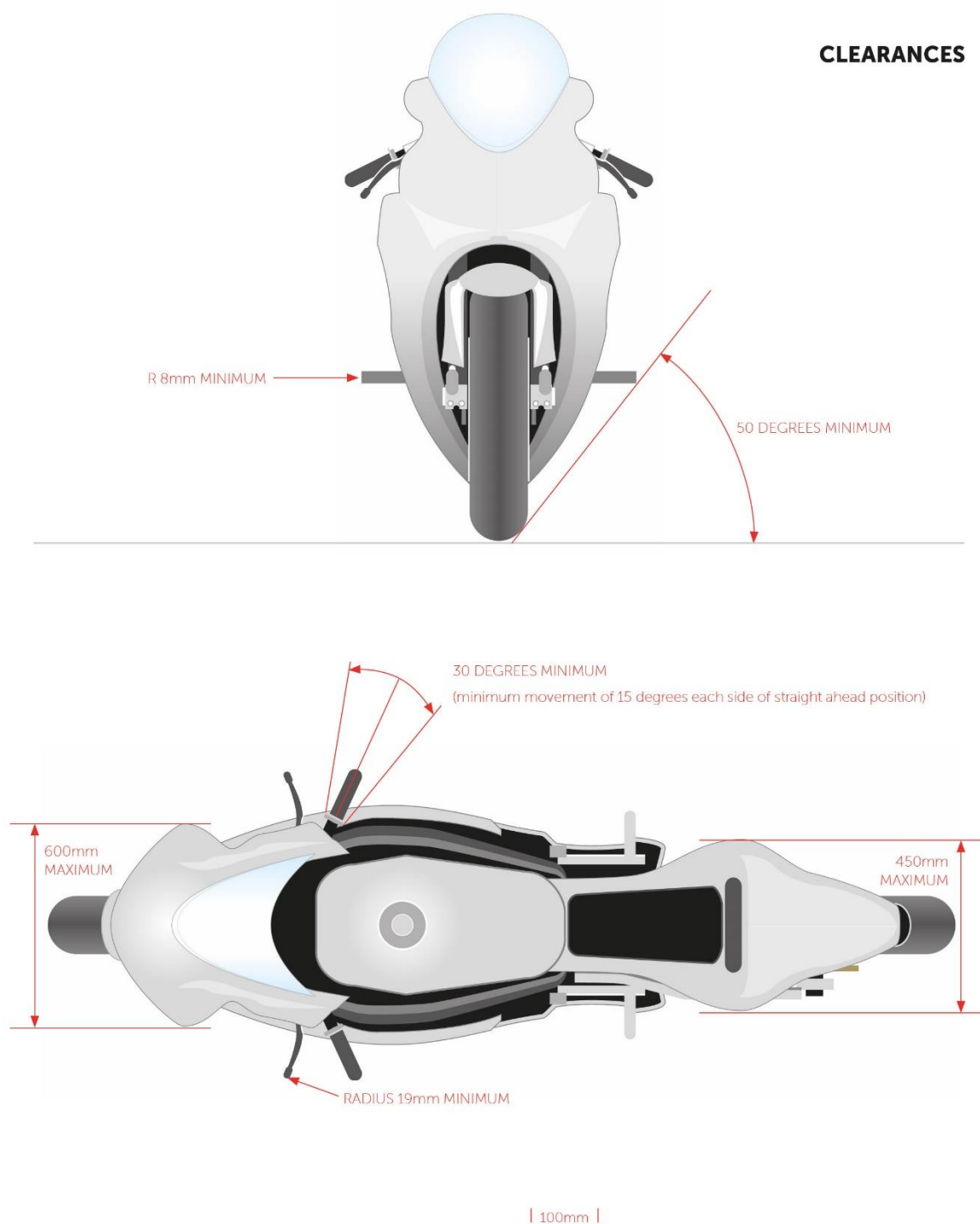
APPENDIX C

CLEARANCES AND BODYWORK DIMENSIONS

APPENDIX G

CLEARANCES AND BODYWORK DIMENSIONS

FIG 1. CHAIN GUARD



BODYWORK DIMENSIONS

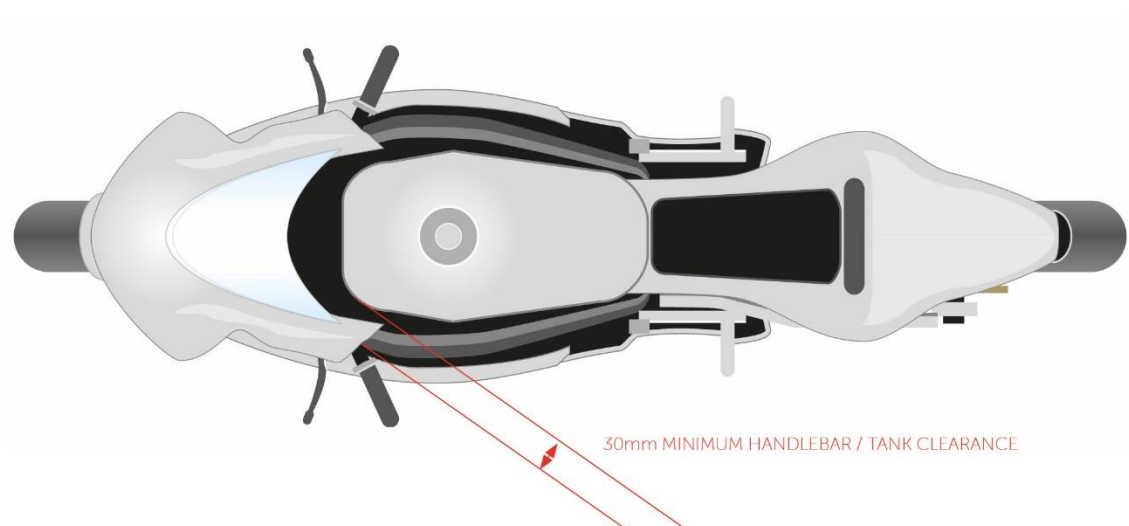
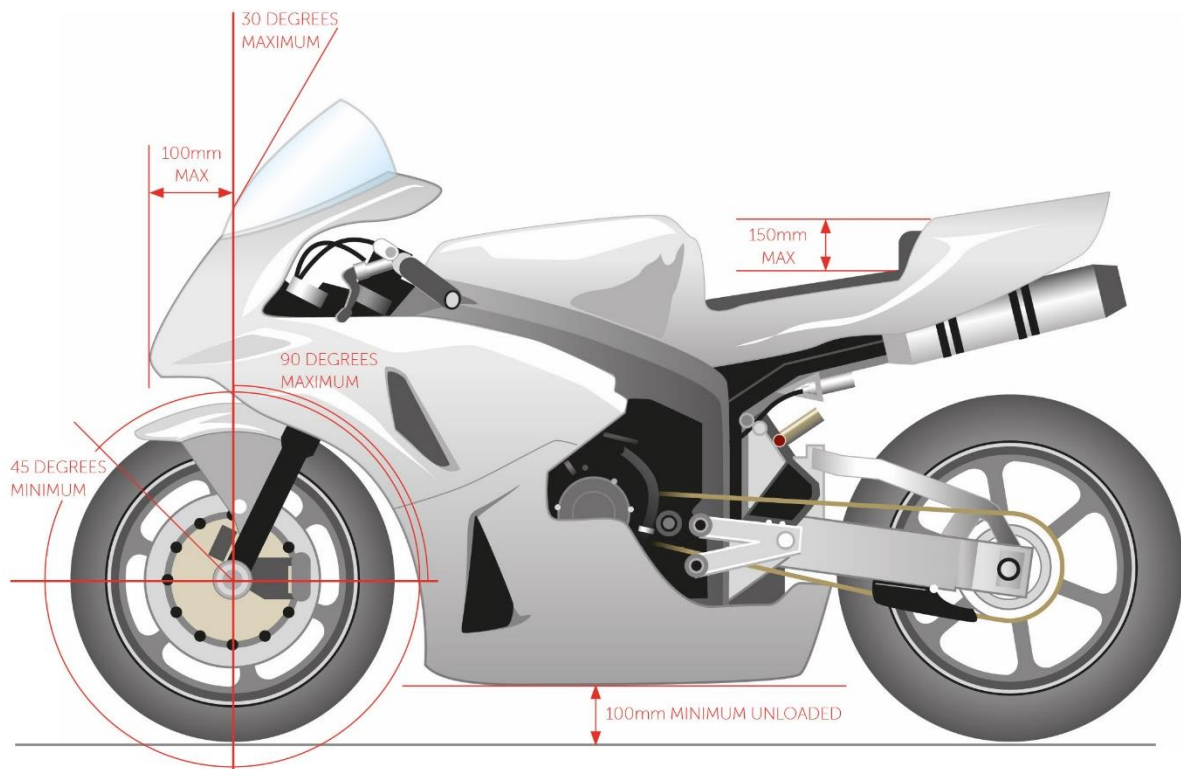


FIG 1. CHAIN GUARD

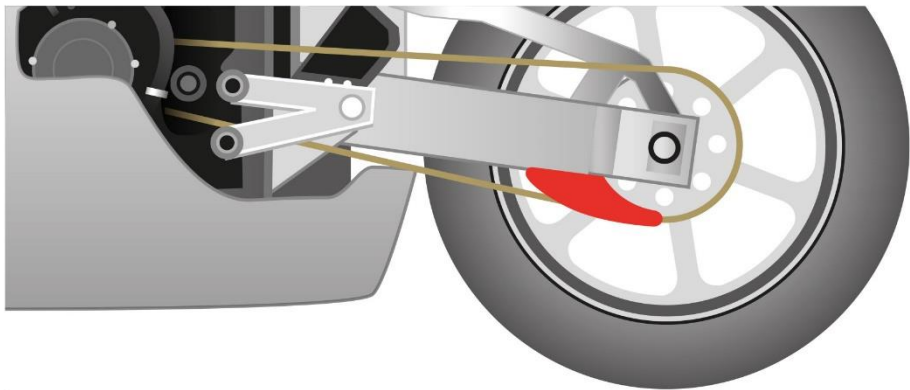
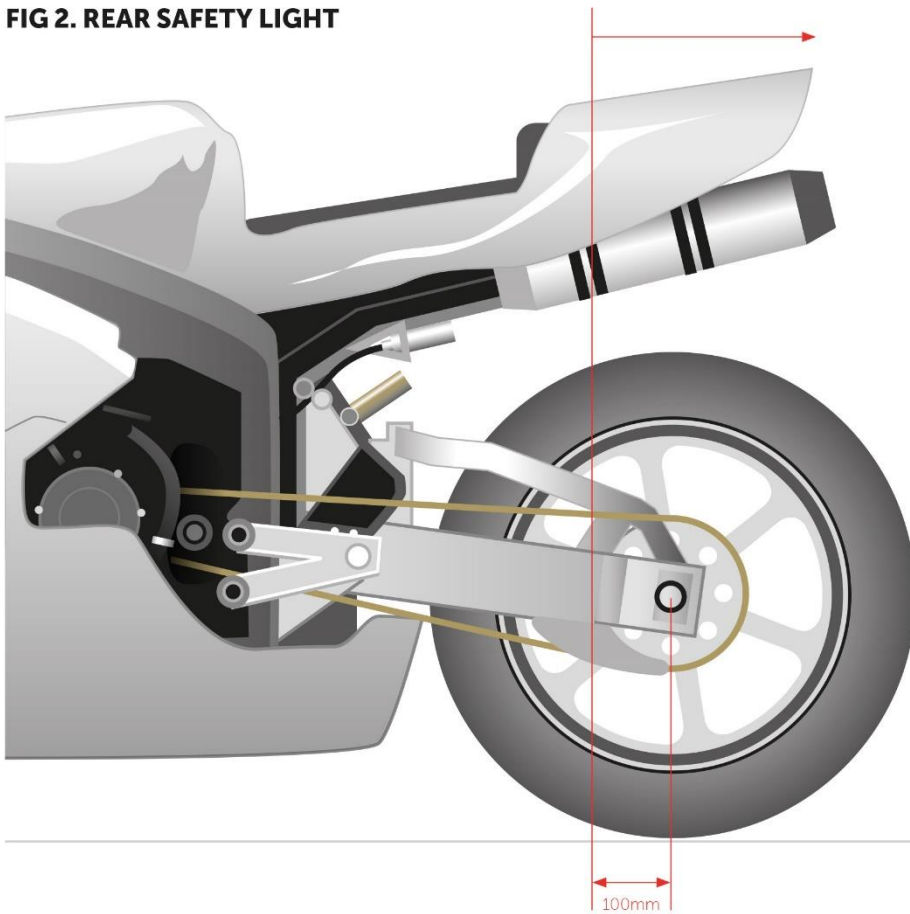


FIG 2. REAR SAFETY LIGHT



APPENDIX H

GPS FITTING INSTRUCTIONS

GPS Unit – Fitting Guide

It is mandatory for ALL machines being ridden in the TT Races to be fitted with a GPS tracker unit provided by and for use by the Race Organisers.

The GPS units will send live information every second to provide Race Control with clear visibility of all vehicles around the TT Course.

The GPS units are purpose built to meet the demands of the TT Course. The units have undergone rigorous testing for vibration and compliance to required CE certification standards. They have also been tested to ensure reliability and communication both via mobile data and GPS and to ensure battery capacity can cover a full day of racing.

Once a GPS unit and Antenna are mounted correctly the operation of the unit is a simple two-step process of ensuring the unit is fully charged and turning it on, as explained further below.

IMPORTANT: Every machine (including T bikes) must be fitted with a GPS Unit which is allocated to a specific machine. If you need to swap units or machines please inform the Race Office

Mounting the GPS unit

The GPS unit will be supplied as standard with a base, which has mounting holes to allow for a bracket or other fitment arrangement to be fabricated. If requested, a flat base without fitting holes may be provided (dimensions provided below).

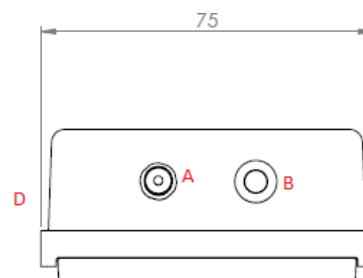
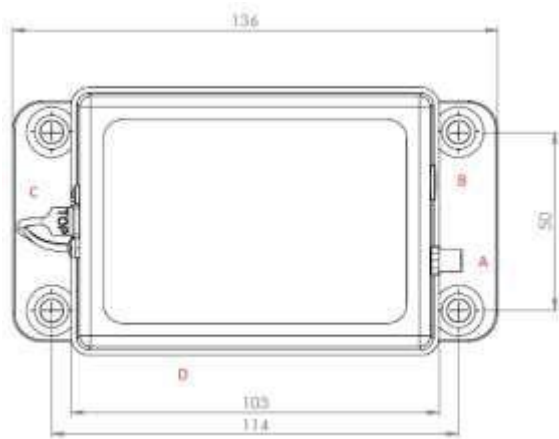
The unit must not be fitted anywhere which may interfere with the rider or machine operation. It must not be fitted directly above the engine or near moving parts and must be kept away from any significant heat source.

The unit can be turned on by passing a magnet over the magnetic on/off switch. Please ensure that the LED status light (B) is visible and flashing green when entering Technical Inspection and the Assembly Area and that access to power on the unit by the use of a magnet is achievable.

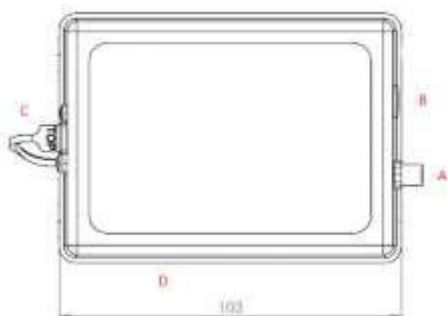
In addition to the main unit, an external GPS antenna is provided which is connected to the main unit (A) via a standard 1m connecting cable, which is provided.

At the end of the session Race Control will turn off all the units remotely when safe to do so.

Example - GPS unit with mounting points



Example - GPS unit without mounting points



- Position **A**: where the external antenna connects (via a cable) to the unit
 Position **B**: 3 colour LED status light providing on/off indication (see below for light status)
 Position **C**: USB charging port (micro USB connector required)
 Position **D**: On/Off magnetic switch position (must be accessible)

LIGHT	STATUS
None	Unit is off. Note that no light will show when the unit is on charge.
Steady Green	On with good GPS and mobile signal.
Flashing Green	Transmitting data to the Race Management System
Steady Red	Unit is attempting to locate network. After 60 seconds of steady red, please power off and turn back on again.
Flashing Red	Turn the unit on with a magnet. It will then flash red as it is powering up and connecting to the GPS and mobile networks.
Amber	Powering down and transmitting any buffered data. Power down can be done with a magnet or remotely via the Race Management System.

Charging the GPS unit

It is the responsibility of the competitor to ensure that the GPS unit is charged before each session for a minimum of eight hours or until the green light is displayed/is constant which will ensure the unit can operate for an eight-hour duration. The GPS unit will automatically go into slow-poll mode if the machine is not traveling more than 5 mph to conserve battery life.

Please note that when the unit is charged via a 5v micro USB port and the LED status does not light up. You must turn on the unit before you enter Technical Inspection.

CT Tracker LED operation

1) Charge status LEDs

The tracker is charged by connecting a Micro USB as shown below. Whilst the battery is charging, a red LED is illuminated:



The green LED indicates that the battery is fully charged:



2) Connection status LED

The tracker's status is shown by a multicoloured LED near the antenna connector.

When the tracker is switched on, the status LED will be solid red, as shown below:



During initialisation, the status LED will flash slowly (about once per second). The LED will then flash rapidly (5 times per second) to indicate the next stage of initialisation. Once the process is complete, the LED will show solid green, as shown below:



When the tracker is shutting down, the LED will be illuminated orange:

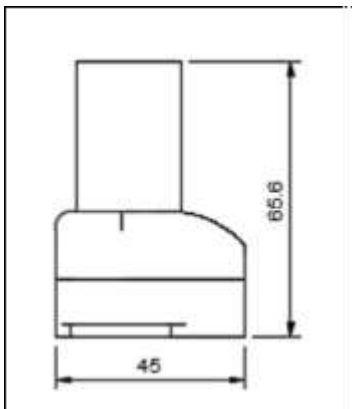


GPS Antenna

Solo machines - the GPS antenna is fitted into a small housing that has lugs on it to allow temporary fixing to a machine. It must have a clear view of the sky and must be mounted as close to vertical as possible – ideally mounted on the tail section of the machine.

Sidecar machines – the GPS antenna is fitted into a small housing that has lugs on it to allow temporary fixing to a machine. It must have a clear view of the sky and must be mounted as close to vertical as possible – ideally mounted on the front part of the fairing in front of the passenger.

The main dimensions of the GPS antenna are below:



The cable supplied is a 1m cable with an SMA male connector on one end and a SMA female connector on the other end. If supplied by a team or an extension cable is used, the cable must be CE certified.



Rider Checklist – Aide Memoire

Please ensure you double check the following the morning before each session:

Technical Inspection

- Ensure you check the WhatsApp and RMS notifications for latest information or any specific items which might impact you
- Before the first session make sure riders and passengers have completed ALL the mandatory checks, or your machine will not be allowed to enter technical inspection. This may include:
 - Rider Sign on
 - Rider briefing
 - PPE (clothing/ helmet) checks
 - Pre-event medical
- Check your Technical inspection times, only turn up within your allocated time. This will also be announced to the Paddock by the Technical Team.
 - Technical Regulation, section 1
- Ensure your Transponder has been charged and mounted correctly
 - Technical Regulation, Appendix F
- Ensure your GPS has been charged and is TURNED ON
 - Technical Regulation, Appendix J
- If you have any problem with your Transponder or GPS please visit the Race Office.

Pre-Session

- Please make sure you monitor and listen out to the session times as these may change.
 - These will be issued via Whatsapp, announced by the Clerk of the Course via the Tannoy system and can be seen on the displays in Parc Ferme
- Check Identification tags, sidecar teams armbands are present for riders/passengers.
- Rear Safety light on the Machine must be turned on.
- Before leaving the Start Line / South Ramp make sure Riders are aware of the Course conditions.
 - These will be advised over the Tannoy and on the display at the Start Line.



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