



FIM ASIA ROAD RACING CHAMPIONSHIP 2007

MACHINE SPECIFICATION FOR SUPERSPORT 600CC

1. STOCKSPORT

As the name Stocksport implies the machines used are allowed only limited modifications. Most modifications that are allowed are only allowed for safety reasons.

Discipline Specifications-Stocksport

Stocksport motorcycles require an FIM homologation (see Art. 01.62). All motorcycles must comply in every respect with all the requirements for Road Racing as specified in Road Racing Technical Rules.

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

1.1 Stocksport Classes

- 400 - 600cc 4 stroke 4 cylinders
- 600 - 750cc 4 stroke 2 cylinders

1.1.1 Minimum Weight

- 400 - 600cc **167kg** dry weight
- 600 - 750cc **172kg** dry weight

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 main stand when fitted).

At any time of the event, the weight of the whole machine (including the tank) will be above the minimum limit.



1.2 Fuel

All Stocksport engines must function on normal unleaded fuel. (See Art. 01.63 for full specifications)

1.3 Machine Specification

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

1.3.1 Frame Body and Rear sub frame

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

Nothing can be added by welding or removed by machining from the frame body with exception of the installation of a steering damper.

All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number).

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

Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.

Additional seat brackets may be added but none may be removed. Bolt-on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.

1.3.2 Front Forks

Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.



The following standard original internal parts of the forks can be modified: shims, hydraulic piston, oil passages, spring and spacers.

Any quality and quantity of oil can be used in the front forks.

The height and position of the front fork in relation to the fork crowns is free.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.

Steering damper may be added or replaced with an after-market damper.

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

1.3.3 Rear Fork (Swing arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).

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.

For safety reasons, it is compulsory to use a chain guard fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

1.3.4 Rear Suspension Unit

Rear suspension unit (shock absorber) is free but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

Rear suspension unit spring may be changed.



1.3.5 Wheels

Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.

The speedometer drive may be removed and replaced with a spacer.

If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine.

Wheel diameter and rim width must remain as originally homologated.

1.3.6 Brakes

Brake discs must remain as original produced by the manufacturer for the homologated machine. Front discs can be made floating, using original rotors.

The front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine. Rear sprocket hub is prohibited.

The front and rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.

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 (lower triple clamp).

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

Additional air scoops or ducts are not allowed.



1.3.7 Tyres

The organisers will supply tyres and all riders will receive three sets of marked tyres per race weekend. The tyres will have an 'E' mark or DOT (American Department of Transportation) approval and the DOT number must appear on the tyre wall.

No hand cut tyres is allowed.

1.3.8 Foot Rest/Foot Controls

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.

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

The end of the footrest must have at least a solid spherical radius

Non folding steel footrests must have an end (plug) which is permanently fixed made of plastic, Teflon or an equivalent type machine (minimum radius 8mm).

1.3.9 Handle Bars and Hand Controls

- a) allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (h). This device cannot exceed above a
- b) The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- c) The original air ducts running between the fairing and the air box must be as originally produced by the manufacturer for the homologated machine.
- d) Front mudguard must appear as originally supplied by the manufacturer for the homologated machine.
- e) Front mudguard may be replaced with exact cosmetic duplicates of the original parts.
- f) Front mudguard may be spaced upward for increased tyre clearance.
- g) Rear mudguard fixed on the swing arm that incorporate the chain guard can be modified to accommodate larger diameter rear sprockets.
- h) All exposed edges must be rounded.



1.3.10 Fuel Tank

No modifications are allowed.

Fuel tank filler cap may be modified to a quick fill type.

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

1.3.11 Seat.

Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear bodywork around the seat may be modified to a solo seat.

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

The seat/rear cowl replacement must allow for proper number display.

All exposed edges must be rounded.

1.3.12 Wiring Harness.

The wiring harness may be replaced, provided the function of the harness is not altered. **

1.3.13 Battery.

The size of battery must be as originally produced by the manufacturer for the homologated machine.



1.3.15 Radiator and oil coolers.

Additional radiators and/or oil coolers are not allowed.

The radiator tubes to and from the engine can be changed to a similar material and must not be lighter than the original in weight.

1.3.16 Air Box.

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

The air filter element may be removed.

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

1.3.17 Carburettors.

No modifications are allowed.

Carburettor jets, slide spring and needles may be replaced.

The slide metering holes may be changed.

Electronic or mechanical enriching devices must remain installed but may be deactivated.

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

1.3.18 Fuel Injection System.

No modifications are allowed.

The injectors must be standard units as on the homologated motorcycle.

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



No modifications of fuel pump or pressure regulator are allowed.

The fuel injection management computer chip (EPROM) may be changed.

Fuel pump and fuel pressure regulator must remain as homologated.

1.3.19 Fuel Supply.

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

Quick connectors or dry break quick connectors may be used.

Fuel vent lines may be replaced.

Fuel filters may be added.

1.3.20 Cylinder Head.

No modifications are allowed.

No material may be added or removed from the cylinder head.

The cylinder head gasket may be changed.

The valves, valve seats, guides, springs and retainers must be as originally produced by the manufacturer for the homologated machine.

Valve spring shims are not allowed.

1.3.21 Camshaft.

No modifications are allowed.

1.3.22 Cam Sprockets.

No modifications are allowed.



1.3.23 Crankshaft.

No modifications are allowed (including polishing and lightening).

1.3.24 Oil Pumps and Oil Lines.

No pump modifications are allowed.

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.

1.3.25 Connecting Rods.

No modifications are allowed (including polishing and lightening).

1.3.26 Pistons.

No modifications are allowed (including polishing and lightening).

1.3.27 Piston Rings.

No modifications are allowed.

1.3.28 Piston Pins and Clips.

No modifications are allowed.

1.3.29 Cylinders.

No modifications are allowed.

1.3.30 Crankcase and all other Engine Cases (i.e. ignition case, clutch case).



No modifications are allowed.

The crankcase/gearbox casing, ignition, clutch and generator covers may be protected by additional means i.e. protective covers made of stainless steel or Carbon Kevlar composites.

Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same material and be no lighter in weight than the standard material.

1.3.31 Transmission/Gearbox.

No modifications are allowed.

Additions to gearbox or selector mechanism, such as quick shift systems, are not allowed.

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

1.3.32 Clutch.

No modifications are allowed.

Only friction and drive discs may be changed, but their number must remain as original.

Clutch springs may be changed.

1.3.33 Ignition/Engine Control System.

Only spark plugs may be replaced.

1.3.34 Generator.

No modifications are allowed.



The electric starter must operate normally at pre- and post race inspections. The engine must start and run when the electric starter has stopped its procedure.

1.3.35 Exhaust System

Exhaust pipes may be changed or modified. The noise limit for Stockport machines will be 102dB/A with a tolerance of +3dB/A after the race.

The location, appearance and profile of the silencer must remain as original.

Wrapping of the exhaust system is not allowed.

Titanium and carbon exhausts and silencers are allowed.

1.3.36 Fasteners

Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

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

Fairing/body work fasteners may be changed to the quick disconnect type.

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

1.3.37 The following items may be altered or replaced from those fitted to the homologated motorcycle.

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

Any type of spark plug.

Any inner tube (if fitted) or inflation valves may be used.



Wheel balance weights may be discarded, changed or added to.
Gaskets and gasket materials (with the exception of cylinder base gasket).

Painted external surface finishes and decals.

1.3.38 The Following Items May Be Removed

Instrument and instrument bracket and associated cables.

Horn.

License plate bracket.

Tool box.

Tachometer.

Speedometer.

Radiator fan and wiring.

Passenger foot rests.

Passenger grab rails.

Chain guard as long as it is not incorporated in the rear fender.

Bolt on accessories on a rear sub frame.

Redundant handlebar switches

1.4 The Following Items Must Be Altered or Removed

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.

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

Safety bars, center and side stands must be removed (fixed brackets must remain).



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All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired.

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.

Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of a race.

The minimum size of a catch tank shall be 250cc for gear box breather pipes and 500cc for engine breather pipes.

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

Head lamp, rear lamp and turn indicators must be removed, but profile and frontal appearance, must be retained. The openings must be covered by a suitable material.

1.4 Additional Equipment

Additional equipment not on the original homologated motorcycle may be added (i.e. data acquisition, computers, recording equipment, etc).

Art 01.18 Telemetry must be respected. Telemetry is not allowed.