



600 Supersport Rules for 2017

Designated for 600cc OEM 4-stroke motorcycles with limited modifications, 600 SuperSport is a heads-up, no break-out eliminator. 600 SuperSport is run “heads up” with a qualified field up to 32 motorcycles on a (.400) Pro tree.

CLASS REQUIREMENTS

Only the modifications listed in this section are permitted. No other changes from showroom stock will be permitted. Absolutely no updating or backdating of parts will be allowed unless specified by the rules. Any violation of these rules will result in an immediate, mandatory one-year suspension of the rider and/or race team and forfeiture of all points earned for the season.

The following Items may be removed:

1. Lights, reflectors and mirrors (Disconnection must be made at stock connectors, not by cutting). Wiring harness must remain otherwise intact.
2. Instruments, instrument brackets and associated cables.
3. License plate bracket.
4. Radiator fan and wiring. Disconnection must be made at stock connectors.
5. Passenger footrest, mounting brackets and grab rails.
6. Rear fender or rear section of rear fender may be removed if tail/seat bodywork covers the top of the rear wheel. Front fender may be spaced upward for tire clearance.
7. Center and / or side stands

NOTE: Safety wiring is not required.

The following items may be replaced by aftermarket parts, except as noted:

1. Handlebars, hand controls, foot controls (brake master cylinders must remain absolutely stock.)
2. Instruments, instrument brackets and switches.
3. Control cables.
4. Speedometer drive
5. Oil, oil filter, lubricants and fluids.
6. Final drive sprockets and chains. Chain size may be changed.
7. Exhaust. Limited to street legal aftermarket exhaust system only. Aftermarket units must be generally available commercial parts that retail for under \$1,500.
8. Rear Suspension Links.
9. Air filter
10. Rear Shock Spring
11. Kickstand

Modifications are limited to the following:

BODY

1. Fairing and bodywork (not including fuel tank) may be replaced with cosmetic duplicates of the original parts.



2. Size and dimensions must be the same as the original parts.
3. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber).
4. Original combination instrument/fairing brackets may be replaced with aftermarket brackets of the same basic material. All other fairing brackets must be original stock parts.
5. Should the stock fairing include air-ducting tubes, those tubes may be removed. However, if used, the tubes must be original stock parts.
6. Aftermarket windscreens permissible.
7. Factory seat base must be utilized in stock location with upholstery cover.

BRAKES

Brake pads and brake lines may be replaced with DOT approved components. All other brake rotors, calipers, levers and components must be OEM and functioning.

CLUTCH

Clutch plates and springs may be replaced with aftermarket parts.

CARBURETOR / FUEL INJECTION / INTAKE

Carburetor jets and needles may be replaced. Resizing of air metering holes involved in CV carburetor throttle slide control is permitted. OEM Fuel injection systems permitted if originally equipped. Factory ECUs must be utilized and may be reflashed to any desired configuration. They may also be physically modified to allow higher rev limit, limited to a small opening no larger than 1 square inch on the outer case, and that opening must be filled with epoxy or silicone. Aftermarket fuel injection management systems permitted that plug "in-line" with bike's ECU, must plug into stock wiring harness. Aftermarket units must be generally available commercial parts that retail for under \$1,000. No modifications to increase carburetor or fuel injection airflow, including heat shields, are permitted with the exception of generally available aftermarket stock replacement air filters. The original equipment airbox must be utilized. The only modification permitted is the sealing of airbox drains.

ELECTRICAL

The use of the following electrical aftermarket items is prohibited: Quick shifters, electric shifters, stutters, and two-steps, etc. Clutch in or Neutral rev limiters may be set no lower than 1000RPM of factory gear rev limit. Factory-original, OEM shift lights are permitted. Shift lights may not be aftermarket products, or retro-fitted. Aftermarket devices that are used for data recording or closed-loop lambda control are not permitted.

ENGINE

Absolutely no internal engine modifications are allowed. All internal and external engine parts must remain stock with no modifications, metal removal, blueprinting, or surface treatment. All internal engine parts must remain OEM including gaskets.

FRAME

Stock frames required. Frame must display vehicle identification number. Rear suspension must have a minimum of 1-inch travel. Wheelie bars are prohibited. Must retain stock swingarm with no modifications. Steering head angle may not be altered. Any ballast used must be located behind a vertical plane drawn through the centerline of the crankshaft. All entries must have a minimum of 2" ground clearance with rider on the bike.

FUEL

VP T4 is the spec fuel. All entries must supply an unopened can of fuel at the head of the staging lanes before the first qualifying pass. Fuel tanks must be empty as officials will ask the each motorcycle be started to verify



a lack of fuel in the fuel system. Tech officials will then distribute fuel to each participant and assist in adding 3 gallons to each entry, then sealing the fill cap and tank mounting bolts to ensure fuel cannot be added or removed. Tech officials will verify seal integrity after every pass.

FUEL SYSTEMS

Artificial cooling or heating systems, i.e.; cool cans, ice, freon, whippets, etc. prohibited. Circulating systems, not part of normal fuel pump system, prohibited.

SUSPENSION

The use of retention straps and front brake caliper brackets are allowed but once in place with the minimum ground clearance of 2", the excess strap must be secured to prevent any adjustment as to be determined by the Tech Director. Standard production internal parts of forks may be modified to alter damping qualities. Aftermarket damper kits or valves may be installed. Fork springs may be replaced with optional or aftermarket springs. Maximum fork tube exposure above the upper triple clamp or clip-ons is 1.5-inch. Rear shocks may be internally modified. Overall shock length must remain stock. No external modifications are permitted. Shock spring may be changed to aftermarket spring.

TIRES

DOT approved only. Front and rear tire must remain stock OEM size.

WHEELS

Stock wheels only. Wheel spacers, axles and associated hardware must be OEM. Wheel bearings may be replaced with like-sized replacement.

WEIGHT

Minimum Weights including Rider:

Inline 4-cylinder 598-600cc: 560lbs*

Inline 4-Cylinder 601-636cc: 575lbs*

Inline 3-Cylinder 600-675cc: 575lbs*

*Any ballast used must be located behind a vertical plane drawn through the centerline of the crankshaft.

PROTESTS

Contestant protests may only be filed by a rider competing in the same event, in the same eliminator category, as the vehicle being protested. Areas protested must be made separately and outlined in writing before a protest will be accepted. Official's protests may be entered at any time during the event at no charge by the proper officials. Each protest must specify the violation rules or procedures, which is alleged and must be accompanied with a protest fee as outlined below.

If an inspection proves a protested motorcycle to be out of its proper class, fees will be refunded, less expenses, and the non-complaint entry will be subject to such action as the Event Director or Technical Committee may impose, including possible disqualifications, fines, suspension and/or revocation of competition privileges. However, in the case of a technical protest, which involves the tear down or measurement of an engine, the protested party found in compliance with the requirements of its class of competition will be entitled to the protest fee, minus Technical Department expenses. Event Director will not accept verbal protests or protests



which are not accompanied by the required fee. Only visual and technical protests that do not require the removal of the engine or internal engine components can be conducted 18 hours prior to eliminations. All other inspections will occur after the final rounds of competition. Tech officials, at their discretion, may seal the parts/ components in question and choose to inspect them at a later event. If that seal is broken, the motorcycle will be disqualified; rider points will be lost and he/she will be unable to participate in the class for 1 year.

Visual Protest \$100

Electrical device \$300

Inspect airbox, carburetor/throttlebody or cylinder head intake port \$200

Check cylinder bore and stroke (with engine in frame) \$400

Remove cam cover and camshafts \$500

Remove oil pan, inspect crank, rods and pistons \$800

Remove engine, inspect valves, springs, deck height and ports \$1000

Inspect crankshaft/transmission \$1500

Chassis \$1500

Example: Contesting believes a competitor is using aftermarket camshaft gears and modified throttlebody.

Cost to protest would be $\$200 + \$500 = \$750$ total.

All weighing and measuring devices used by Tech officials are standards, which will determine an engine or motorcycle's compliance with the rules. Any latitude or tolerance must be made by the racer or engine builder. It is recommended that the following tolerances be observed by the participant to allow for a margin of error during inspection or tear down: cylinder head or piston volume, 1 percent or 1 cc; deck clearance, .001 of an inch; overbore, .002 of an inch.

Event Director reserves the right to reject any protest filed that it determines, in its sole and absolute discretion, is frivolous or intended to harass another competitor or to otherwise gain some unfair competitive advantage.