1. Introduction

1.1. It should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot.

1.2. The onus is on the competitor to provide documentation, acceptable to the organisers, to support the compliance of any part of the motorcycle with these regulations.

1.3. The organisers reserve the right to exclude any motorcycle, which in their opinion does not comply with the spirit of the championship and or regulations.

1.4. Where a motorcycle is deemed by the organisers to have an advantage over the rest of the motorcycles in its class it may have a penalty imposed at the discretion of the organisers, (i.e. additional weight).

1.5. All motorcycles must comply with the safety requirements and technical regulations as relevant and as clarified in writing by the organisers at all times while competing in practice sessions and races that are part of the championship. The rider is responsible for the conformity of his or her motorcycle at all times before, during or after an event. Any motorcycle found not to be in conformity with the technical regulations during or after practices will be referred to the Stewards.

1.6. If a motorcycle is found not to be in conformity with the technical regulations after a race, the rider will be disqualified and possible penalties imposed.

1.7. The below regulations are subject to amendment at any time, made by the organisers which will be issued by means of a bulletin.

2. General Description of Vehicles

2.1.The Superstock Championship is open to competitors riding in the Superstock class on accepted motorcycles in compliance with these regulations and below stated engine capacity regulations:

Over 400 to 636	**Four stroke**	**Four cylinders**
Over 500 to 675	**Four stroke**	**Three cylinders**
Over 749 to 850	**Four stroke**	**Two cylinders**

2.2. The displacement capacity must remain at homologated size. Modifying the bore and stroke to reach class limits is not allowed.

3. Minimum Weight

3.1.In the final inspection at the end of each race or during timed qualifying, the entered motorcycle will be weighed in the condition as per entering the designated weighing scales area. Nothing can be added or removed from the machine, including water, oil, fuel or tyres.

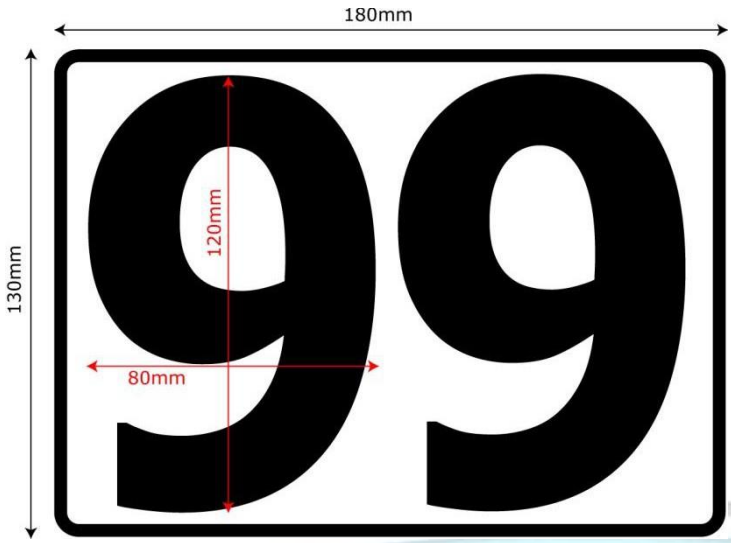
Over 400 to 600	**Four cylinder**	**161 kg**
Over 400 to 675	**Three cylinder**	**161 kg**
Over 600 to 636	**Four cylinder**	**166 kg**
Over 749 to 850	**Two cylinder**	**175 kg**

4. Number Plate Colours

4.1. 600cc Superstock – black on white

600cc Superstock Rookie CUP – red on white

4.2. The size needs to be as per the below, while the font is open as long as it is clearly legible.



4.3. The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

- One at the front, either in the centre of the front cowling or slightly off to the left hand side (frontal View).
- One on each side of the motorcycle. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom (bellypan).
- It is the competitor's responsibility to correctly place these on the motorcycle.
- The organiser will determine the starting numbers from 1 up to 99.
- The organiser will allocate every motorcycle that is registered for the event with a number that will be valid for the entire championship.

Compulsory advertising, supplied by the organiser, must be present at all times during practices and races. Any competitor who fails to comply with this standard may not be authorised to take part in the practice sessions/race. The removal of any advertising material that is handed over by the organiser could lead

to the qualifying times obtained during the practice sessions not being taken into account or exclusion from the race finish, at the Jury's discretion.

It is strictly forbidden to remove any advertising without written permission from the organiser.

5. Fuel

5.1. The control fuel must be used in every practice and race session. This is deemed to be pump fuel (95/98 octane).

6. Examination of motorcycles

6.1. All entered motorcycles must be visually examined in the designated scrutineering area at the time stated in the Supplementary Regulations.

6.2. Competitors must report for scrutineering with their motorcycles clean, complete in all respect with the bellypan fairings removed. Protective riding equipment must also be present for the relevant safety checks.

6.3. Identification stickers will be issued for:

- Helmets meeting requirements. Motorcycles meeting safety and technical requirements.
- These stickers must not be removed or covered.
- Entrants will not be allowed to exit the pit lane onto the track without displaying these.

6.4. Should a motorcycle be involved in an accident at any point in time during the event, it will need to be re-inspected by the scrutineer before entering the track for the next session again. Failure to do so may result in a penalty being imposed.

6.5. The organisers, in addition to any other powers they may have under these regulations, reserve the right before or after any race in the championship to designate any one or more of the competing motorcycles for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the motorcycle under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers will proceed as below in the event of a protest or suspected foul play:

- Examine the motorcycle at the circuit for such a period as they may reasonably require.
- Take fuel samples.
- Retain the vehicle for detailed examination at premises chosen by the organisers.
- If the organisers elect to retain the motorcycle, they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the motorcycle is found to be in breach of these regulation.

- Seal the motorcycle and its components in such a manner as they may choose and require the competitor (at their own expense) to present the motorcycle at any other premises chosen by the organisers for detailed examination within a specified period. The motorcycle will be transported at no expense to the competitor to the appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

6.6. The organisers reserve the right to re-inspect motorcycles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

6.7. Competitors will be personally and solely responsible for ensuring that their motorcycles comply with these regulations for each event at which they are entered. Failure to comply in either aspect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the

organisers of the championship at least seven days prior to the event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

6.8. Tests may be carried out by the organisers or their representatives on a rolling road to establish the power output of the motorcycle at any time during the season. All costs for each test will be borne solely by the competitor.

7. Safety Requirements

7.1. Suits - Only one piece full leathers with additional protection on the principal of contact points must be worn at all times, including practice, qualifying and races. A back protector is mandatory. No metal knee sliders are allowed. Linings or undergarments must not be made of synthetic material(s) which may melt to the riders' skin.

7.2. Helmet - Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened. Helmets must be full face and conform to one of the following international standards:

- UNECE 22.05 Type P (valid until 31.12.2019)
- Snell M 2015 (valid until 31.12.2019)
- JIS T8133 2015 Type 2 Full face (valid until 31.12.2019)
- FRHPhe-01-2018 (FIM homologation label applicable)
- One-piece shell with protective lower face cover: not detachable and not moveable
- Retention system with strap and double D-ring

7.3. Visors - All visors must be in a good condition and scratch free.

7.4. Gloves and Boots - Riders must wear leather gloves and boots, which with the suit shall provide complete coverage from the neck down.

7.5. Any decoration, cleaning or modification made to this equipment must only be done strictly in

accordance with the manufacturer's instructions. This equipment is designed to save lives and if it is damaged in any way or is involved in an accident that gives any possible concern of damage then it should be replaced immediately.

Equipment will be checked prior to competing in an event and the organisers reserve the right to impound and render inoperative any equipment which gives cause for concern by its apparent condition.

8. General Technical Requirements

8.1. The general description and safety requirements above must be complied with in addition to the following regulations, and together they will form the technical regulations of the championship. Unless specifically authorised in these regulations, the use/substitution/addition of any parts, or materials, is prohibited.

8.2. Welding or repair materials may be added, manufacturers, or other approved, replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufacturers' standard specification or to comply with the safety requirements of these Regulations.

8.3. All engines will be marked and/or sealed by the technical scrutineers, 1 month prior to the first round of competition. (Dates and times will be communicated accordingly closer to the time).

8.4. Altering or tampering with the technical scrutineer's marks and/or seals will render the engine ineligible.

9. Motorcycle Specifications

Unless specifically mentioned within this article all parts must remain as produced by the manufacturer for the homologated motorcycle.

10. Tyres - General Conditions

10.1. There will be controlled Pirelli tyres (SC1 and SC2 of size: 120/70/R17 & 180/60/R17).

10.2. No alteration to any of the tyres from the manufacture's specification is permitted. Re- cutting, re-grooving, buffing, or in any other way of modifying the tread pattern is not permitted. Any form of chemical treatment is prohibited and all of the manufacture's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

10.3. 2 sets of tyres may be used for Warm up, qualifying, race 1 and race 2 and need to be marked at scrutineering.

10.4. Only tyres purchased through the official championship distributor may be used (Mivomoto/Furiosa Racing).

10.5. Competitors using tyres that do not carry the official marking, on race day, may be fined up to 500 AED.

10.6. The dry weather tyres will be marked at scrutineering before practice.

10.7. The use of dry-weather tyres without appropriate manufacturer identification is strictly forbidden during timed practice, qualifying and races.

10.8. Old marked tyres maybe used and re-marked.

10.9. The use of tyre warmers is allowed however the use of tyre warmers will not be allowed on the grid.

10.10. Tyre changing facilities will be made available on the evening of the Thursday practice before race day (from 5pm).

11. Engine

11.1. Carburetion Instruments/Fuel Injection System - Carburetion instruments refer to throttle bodies and variable length intake track devices. Carburation instruments must remain as homologated. Bell mouths must remain as originally produced by the manufacturer for the homologated machine. The injectors must remain standard, as on the homologated motorcycle.

11.2. Cylinder Head - No modifications are allowed. No material may be added or removed from the cylinder head. The head gaskets cannot be changed from the standard homologated one. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Valve spring shims are not allowed.

11.3. Camshaft - No modifications are allowed. 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. The timing of the camshaft cannot be altered from the manufacturers homologated timing.

11.4. Cam Sprockets or Gears - No dimensional modifications are allowed.

11.5. Cylinders - No modifications are allowed.

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

11.7. Piston Rings - No modifications are allowed.

11.8. Piston Pins and Clips - No modifications are allowed.

11.9. Connecting Rods - No modifications are allowed (including polishing and lightening).

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

12. Crankcase/Gearbox housing

12.1. No modification to the crankcases are allowed (including painting, polishing and lightening). 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.

13. Lateral covers and protection

13.1. 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 materials such as aluminum alloy, stainless steel, steel, titanium, carbon kevlar or polypropylene.

13.2. Plates or crash bars constructed from aluminum or steel with polypropylene ends are also permitted in addition to these covers. AII of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

13.3. These covers must be fixed correctly and securely with the original case cover screws that also mount the original covers/engine cases to the crankcase.

13.4. The scrutineering officer has the right to forbid any cover, if evidence shows that the cover is not effective or is damaged.

14. Transmission/Gearbox

14.1. No modifications or alterations are allowed to the gears, gearbox or gear ratios.

14.2. Quick shifters will be allowed on the basis that the original wiring loom must remain unmodified.

14.3. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. The sprocket cover can be modified or eliminated.

15. Clutch

15.1. No modifications are allowed. Only friction and drive discs may be changed but their numbers must remain as original. Clutch springs may be changed but the number must remain as that on the homologated model.

16. Oil Pumps and Oil Lines

16.1. 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.

17. Radiator and oil coolers

17.1. The only liquid engine coolants permitted will be water.

17.2. The radiator tubes/hoses to and from the engine can be changed but the system must be maintained, with its original tanks. Protective meshes can be added in front of the oil and/or water radiator(s). Additional radiators and/or oil coolers are not allowed.

17.3. Radiator fan and wiring may be removed.

18. Airbox

18.1. 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 modified or replaced.

18.2. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharged into the airbox.

19. Fuel Supply

19.1. An additional control can be installed in order to change the fuel mixture but must be fitted to the original connectors, it must not be able to perform any other function. (The original wire-loom must remain unmodified).

20. Footrest/Foot Controls

20.1. Footrests may be rigidly mounted or of a folding type which must incorporate a device to return them to the normal position.

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

20.3. Non-folding metallic footrests must have an end (plug) which is permanently fixed, made of aluminium, Teflon® or an equivalent type material (minimum radius 8mm).

20.4. The plug surface must be designed to reach the widest possible area of the footrest. The scrutineer has the right to refuse any plug not satisfying this safety aim.

21. Handlebars and Hand Controls

21.1. Handlebars - Exposed handlebar ends must be plugged with a solid material or covered with rubber.

- Minimum rotation of the handlebars must be 15 degrees. Handlebars may be replaced (does not include brake master cylinder).
- Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30mm between both the handlebar and the tank when on full lock to prevent trapping of the rider's fingers.

21.2. Handlebar controls Engine stop switch must be located on the RHS handlebar (red in colour).

21.3. Control levers - All handlebar levers must be ball-ended (radius of ball must be at least 8mm), or ball may be flattened with rounded edges (minimum thickness 14mm). Clutch and brake lever may be exchanged with a suitable aftermarket set.

21.4. Brake lever guard - All motorcycles must be fitted with a brake lever guard (pro guard) and may not be made of light weight composite materials.

21.5. Brake lever guard fitment- Must be done in such a manner that it will not twist on impact.

22. Fairing/Body Work

22.1. 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.

22.2. The lower fairing must be completely closed (no holes) OR have a bung plug.

22.3. Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences 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.

22.4. Overall size and dimensions must be the same as the original part.

22.5. Windscreens may be replaced (transparent only).

22.6. Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, including aero-foils.

22.7. The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.

22.8. The original air ducts running between the fairing and the airbox 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 removed. Please keep in mind that the airbox entry holes need to remain the same size, as per the homologated motorcycle.

22.9. Front mudguards may be replaced with cosmetic duplicates of the original parts and may be spaced upwards for increased tyre clearance.

22.10. Rear mudguards fixed on the swing arm can be modified or changed but the original profile must be respected.

22.11. All exposed edges must be rounded.

23. Seat

23.1. The profile must conform to the homologated shape. 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. The top portion of the rear bodywork around the seat may be modified to a solo seat.

23.2. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed. All exposed edges must be rounded.

24. Fasteners

24.1. Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.

24.2. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

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

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

24.5. Aluminium fasteners may only be used in nonstructural locations.

25. Fuel Tank

25.1. As homologated – no modifications are allowed. After market fuel cap is permitted.

25.2. Fuel tank petcocks must remain as originally produced by the manufacturer for the homologated motorcycle.

25.3. Fuel tanks with a direct tank breather pipe 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.

25.4. The use of an FIM recognised product such as “Explosafe” is strongly recommended within the fuel tank.

25.5. The sides of the fuel tank may be covered by a protective part made of a composite material. These protectors must fit the shape of the tank exactly.

26. Exhaust System

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

26.2. 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.

26.3. Catalytic converters may be removed. For safety reasons, the exposed edges of the exhaust pipe(s) outlet must be rounded to avoid any sharp edges.

6.4. 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.

26.5. The noise limit for all motorcycles is a maximum of 107 DB/A (with a 3dB/A tolerance after the race). The inclusion of temporary parts to achieve silencing requirements is prohibited.

27. Generators

No modifications allowed. The electric starter must operate normally and always be able to start the engine during the event (including at pre and post-race inspections).

28. Ignition/Engine Control System (ECU)

28.1. Spark plugs may be replaced.

28.2. The central unit (ignition/engine control unit**/ECU**) must stay as homologated.

28.3. The rev limit must be as the standard homologated ECU and may be checked for compliance.

29. Additional Equipment

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

- A special one-way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage).
- Any type of lubrication, brake or suspension fluid may be used.
- Gasket and gasket materials (with the exception of the cylinder base gasket and head gasket).

30. Timing Equipment

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

30.2. All such systems must be approved by the scrutineer.

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

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

30.5. Telemetry is not allowed.

30.6. Only the "dash" from the homologated model can be used. Use of an aftermarket supplied "dash" is not permitted.

31. Frame and Body

31.1. The frame must remain as originally produced by the manufacturer for the homologated machine.

31.2. 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.

31.3. 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. Holes may not be drilled on the frame.

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

31.5. All motorcycles must display the manufacturers' vehicle identification number (VIN) on the frame body (chassis number) with the exception of a spare frame used as a result of damage, (the relevant certificate to be supplied to the scrutineer).

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

31.7. Rear and front sub frames must remain as originally produced by the manufacturer for the homologated motorcycle but may be replaced with replica aftermarket frames in the event that the original is damaged. These may not be made of light weight composite materials. Additional seat brackets may be added.

31.8. Bolt on accessories to the rear sub-frame may be removed. The paint scheme is not restricted but polishing the frame body or the sub frame is not allowed.

31.9. Exhaust hanger brackets may be replaced with aftermarket substitutes but need to be mounted in the original position.

• No light weight composite materials will be allowed.

32. Front Forks

32.1. Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the homologated motorcycle.

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

32.3. A steering damper may be added or replaced with an after-market damper. The steering damper cannot act as a steering lock limiting device.

32.4. Fork internals on the mechanical forks may only be modified or replaced by cartridges to allow for additional adjustment. (This does not include the mechanical fork leg that is part of the homologated fork set).

32.5. ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used.

33. Rear Swing Arm

33.1. The rear swing arm must remain as originally produced by the manufacturer for the homologated motorcycle.

33.2. A chain guard (toe guard) must be fitted in such a way as to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.

33.3. Rear swing arm pivot position must remain in the homologated position (as supplied on the production motorcycle). If the standard motorcycle has inserts, then the orientation/position of the original inserts may be changed but the inserts cannot be replaced or modified. Rear swing arm pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.

33.4. Rear wheel stand brackets may be added to the rear swing arm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.

33.5. The sides of the swing arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

34. Rear Suspension

34.1. The rear suspension (shock absorber) may be modified or replaced, but the original attachments to the frame and rear swing arm must be as homologated.

34.2. All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle.

34.3. ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used.

35. Wheels

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

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

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

35.4. No modifications of the wheel-axles or any fixing and mounting points for front and rear brake calipers are allowed.

35.5. Wheel diameter and rim width must remain as originally homologated.

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

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

36. Brakes

36.1. Brake discs cannot be replaced by aftermarket discs and need to remain the same as those provided by the manufacturer on the homologated machine.

36.2. Anti-lock systems (ABS) can be disconnected and the ABS ECU can be dismantled. The ABS pump may be removed. The ABS rotor wheel can be deleted, modified or replaced.

36.3. Front and rear brake calipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

36.4. The front and rear master cylinder must remain as originally produced by the manufacturers for the homologated motorcycle (specific to that year model).

36.5. Front and rear brake fluid reservoirs may be changed with an aftermarket product.

36.6. 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).

36.7. Quick (or “dry-brake”) connectors in the brake lines are not allowed.

36.8. Front and rear brake pads may be changed.

36.9. Additional air scoops or ducts are not allowed.

37. Homologated parts to be removed

37.1. These are mandatory:

- Headlamp and rear lamp
- Turn signal indicators (when not incorporated in the fairing)
- Rear view mirrors
- Horn

- License plate bracket.
- Tool kit
- Helmet hooks and luggage carrier hooks (if bolted)
- Passenger foot rests
- Passenger grab rails
- Safety bars, centre and side stands must be removed (fixed brackets must remain)

37.2. Any openings left by the removal of items must be covered by a suitable solid that does not protrude from the profile of the fairing material.

38. To comply with these regulations, the following are mandatory

38.1. All motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

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

38.3. The following must be safety-wired:

- Drain plugs
- External oil filters
- Any screw or bolt entering an oil cavity
- Oil filler cap
- Sump plug
- Front brake calliper bolts
- Rear wheel spindle split-R-pins OR lock-wired through the spindle nut
- Front wheel spindle split-R-pins OR pinch bolts
- Radiator cap
- Radiator drain plug

38.4. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox. The minimum size of the catch tank needs to be 250cc for engine breather pipes.

38.5. Electric fuel pump must be wired to an automatic and functional cut off switch, so that in the event of a motorcycle laying on its side the engine will stop running.

38.6. Crash bungs are strongly recommended and if fitted must be on either side of the motorcycle and must be attached securely and have no sharp edges.

38.7. In the interest of safety, paddock stand bobbins must be rounded (no sharp edges) and securely fitted, if stands are to be used.

39. Responsibility

39.1. It is the rider's responsibility to make sure his or her equipment complies with these regulations.

39.2. It is up to you to ask questions if you are unsure.

39.3. Whilst on track, remember that the throttle can be opened and closed, you are in most control of your safety.