



2008 Supplemental Rules

The following rules govern 1000cc to 1200cc Twins competing in the AMA Superbike Class:

1000cc to 1200cc Twins must continue to meet all rules found in the General Equipment Standards section of the 2008 AMA Superbike Championship rulebook. A copy of these rules can also be found in the 2008 AMA Superbike Championship Rulebook.

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

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

In addition, every motorcycle entered must meet the requirements listed in the General Equipment Standards section of the 2008 AMA Superbike Championship Rulebook.

3.1 Homologation

- a. Only homologated motorcycles may be used in Superbike competition.
- b. Superbike motorcycles must be street certified in the US and available through US retail dealers. Minimum import requirement per model is as follows:
 1. Manufacturers with 99 or fewer US retail dealers - 150 units
 2. Manufacturers with 100 - 199 US retail dealers - 300 units
 3. Manufacturers with more than 200 US retail dealers - 400 units
- c. See Homologation of Motorcycles under General Equipment Standards.

3.2 Superseded Parts

Superseded parts controlled by these rules must be submitted to AMA Pro Racing for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Pro Racing.

3.3 Engines

- a. Engine Displacements
 - 1000cc – 1200cc 4-stroke 2 cylinders
- b. Engine type, configuration, stroke and any modifications of engine components to alter the homologated OEM firing order of the cylinders are not permitted.
- c. The displacement capacity must remain at the homologated size. Modifying the bore and stroke to reach class limits is not permitted.

3.4 Cylinders

- a. Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.
- b. Homologated materials and castings for cylinders must be used.
- c. Cylinder liners or coatings may be added or replaced.

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

- a. Crankcases must remain as homologated. Modifications are not permitted.
- b. Engine case guards in the form of strengthened engine side covers or approved guards must be installed on certain models. Replacement covers must be no lighter in weight than the homologated covers. See Engine under General Equipment Standards.
- c. The countershaft cover may be removed.
- d. The addition of a crankcase protector at the countershaft is allowed.

3.6 Cylinder heads

- a. Cylinder heads must remain as homologated with the following modifications allowed.
 - 1. Porting and polishing of the cylinder head and intake manifold normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.
 - 2. Welding or the addition of material is permitted.
 - d. The compression ratio is unrestricted.
 - 3. Combustion chamber may be modified.
 - 4. Replacement valve seats and guides are permitted.

3.7 Valves, Springs, and Retainers

- a. Aftermarket or modified valves, springs, retainers and other valve-train components are permitted. The original number of valves must be maintained.
- b. Valve diameter and minimum weight, including stem, must remain as homologated.
- c. Valves must remain in the same location and at the same angle as the homologated model.
- d. The material and dimensions of the rocker arms (if any) must remain as homologated.
- e. The material of the tappets/buckets must remain as homologated.

3.8 Camshafts and Sprockets

- a. The original camshaft may be modified or replaced from those fitted to the homologated motorcycle.
- b. The method of drive must remain as homologated.
- c. The duration is unrestricted but the lift must remain as homologated.
- d. The tensioning device(s) for the cam chain or cam belt is unrestricted.
- e. Cam sprockets can be modified or replaced to allow the degreering of camshafts.

3.9 Crankshaft

- a. Crankshaft must remain as homologated with the following modifications allowed.
 - 1. Balancing. This may only be achieved by the same method used by the OEM. For example, heavy metal (i.e. Mallory metal) inserts are not permitted unless they were originally specified by the OEM.
 - 2. Bearing surfaces may be polished or surface treated.

3. Polishing and lightening of the crankshaft is not permitted.
4. Primary gears can not be changed or modified.

3.10 Connecting Rods

- a. Connecting rods must remain as homologated. Modifications are not permitted.
- b. Polishing and lightening is not permitted.

3.11 Pistons

- a. Standard piston or the piston kit must be used.
- b. The piston kit must be homologated and have the same price as the standard one and must be listed in the current racing parts list of the Manufacturer and be on sale for customers. Within 90 days from the order, the customer must receive the kit piston set.
- c. A piston kit is defined as the piston, piston rings and piston pins and clips.
- d. Pistons must remain as homologated. Modifications are not permitted.
- e. Polishing and lightening is not permitted.

3.12 Piston Rings

- a. Piston rings must remain as homologated and installed. Modifications are not permitted.

3.13 Piston Pins and Clips

- a. Piston pins and clips must remain as homologated. Modifications are not permitted.

3.14 Oil Pumps, Oil Lines and Water Pumps

- a. Oil pump must remain as homologated. Modifications are permitted.
- b. 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.
- c. 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.
- d. Water lines may be modified or replaced.

3.15 Clutch

- a. Clutch type (wet or dry) must remain as homologated.
- b. Aftermarket, modified or homologated-type clutches with back-torque limiting capabilities are permitted.

3.16 Transmission Shafts and Gear Sets

The following two options are available for these components:

- a. Originally homologated transmission shafts and gear sets:
 1. Undercutting and surface treatments are the only permitted modifications.
- b. Additional homologated transmission shafts and gear sets:
 1. Each manufacturer will be permitted one alternative set of gear ratios per homologated model.
 2. Approved shafts and gears may be interchanged with the originally homologated models components.
 3. Only shafts and gears sold through the OEM distributor or its dealers are permitted.
 4. Additional homologated transmission components must be available individually or as a set to AMA Superbike-licensed riders for the entire current season (or the remaining part of the season). Orders determined to be legitimate by AMA Pro Racing and accompanied by a 50% deposit must be filled within 15 business days of receipt by the OEM distributor or dealer.

5. Retail price of individual additional homologated transmission components may not exceed twice the manufacturer's suggested retail price of the components they replace.

3.17 Fuel injection system and throttle-body assemblies

- a. Fuel injection throttle body assemblies must remain as homologated.
- b. Assemblies include all attached parts with the exception of fasteners, cables, cable actuating pulleys, flexible fuel lines, vacuum lines, air box connection tubes and velocity stacks.
- c. Variable-length fuel injection intake tract devices that function while the engine is operating are not permitted unless it is standard equipment on the homologated OEM production model.
- d. Fuel injectors may be replaced with aftermarket units provided the original mounting locations are maintained and no modifications are made to the throttle body assemblies for injector fitment.
- e. The total number of installed injectors must be the same as originally homologated.
- f. Secondary butterfly valves may be fixed in the open position.
- g. Fuel pump and fuel pressure regulator must remain as homologated with no modifications.

3.18 Fuel Supply

- a. Fuel petcocks may be modified or replaced.
- b. Fuel lines may be replaced.
- c. Quick connectors or dry break quick connectors may be used.
- d. Fuel vent lines may be replaced.
- e. Fuel filters may be added.

3.19 Engine Control System

- a. Engine control system may be modified or replaced with aftermarket products.
- b. Wiring harness may be modified or replaced.
- c. Spark plugs and plug wires may be replaced.
- d. Data acquisition is permitted.
- e. Aftermarket sensors are permitted.
- f. See General Equipment Standards 1.23 for Telemetry restrictions.

3.20 Generator

- a. The generator may be modified or replaced.
- b. The starting system, electrical or manual, may be modified or replaced but must work.

3.21 Exhaust System

- a. The exhaust pipes and silencers may be modified or replaced from those fitted to the homologated motorcycle.
- b. Catalytic converters must be removed.
- c. For safety reasons, the exposed edge(s) of the exhaust pipes(s) outlet(s) must be rounded to avoid sharp edges.

3.22 Radiators and oil coolers

- a. The original radiator or oil cooler may be modified or replaced from those fitted to the homologated motorcycle.
- b. Additional radiators and oil coolers are allowed.
- c. Oil coolers must not be mounted on or above the rear mudguard.

- d. 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.

3.23 Intake Air Boxes

- a. Air box must remain as originally produced by the manufacturer on the homologated motorcycle.
- b. Air filters, internal flap type valve, sensors and vacuum fittings may be removed, modified, or replaced with aftermarket parts. Any holes in the air box to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air. All incoming air must pass through the original, unmodified air box inlets.
- c. 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, unmodified air box inlets.
- d. Velocity stacks may be modified, replaced with aftermarket parts, or removed. The only modification permitted to the air box to allow use of alternate velocity stacks is the removal of internal debris deflectors/plates.

3.24 Frame and Sub Frame

- a. The main frame must remain as originally produced by the manufacturer for use on the homologated motorcycle with the following permitted modifications:
- b. Strengthening gussets and tubes may be added, but none may be removed.
- c. Accessory brackets (radiator, shock reservoir, stands, etc.) may be changed, relocated, added or removed. Holes may be drilled only for the purpose of attaching brackets or other components.
- d. The homologated dimensions and the position of the steering head, engine, swing arm pivot point, rear shock, and suspension linkage mounting points must remain as homologated on the original machine.
- e. The use of offset bearing races for the purpose of altering the steering angle is permitted.
- f. The swing arm pivot location may only be adjusted if the design was part of the homologated frame.
- g. Rear sub frame may be modified or replaced, but the material must remain as homologated.
- h. Polishing of frame materials is not permitted.
- i. Frame must display vehicle identification number.

3.25 Swingarm

- a. Swingarm may be modified or replaced.
- b. The use of carbon fiber or Kevlar® materials is not permitted if not homologated on the original machine.
- c. Rear wheel stand mounts may be added to the swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Mounting bolts must be recessed.

3.26 Front Forks

- a. Front forks in whole or part may be modified or replaced from those fitted to the homologated motorcycle.
- b. Front Forks must be the same type on the homologated motorcycle (leading link, telescopic, upside down, etc.).
- c. The upper and lower fork clamps (triple clamp, fork bridges) including steering stem, can be changed or modified.
- d. Steering damper may be added, relocated or replaced with an aftermarket damper.
- e. The steering damper cannot act as a steering lock limiting device.

f. Active, semi-active or computer-controlled suspension units are not permitted.

3.27 Rear Shock

a. Rear suspension unit can be changed but a similar unit must be used (i.e. dual or single shock).

b. The rear suspension linkage may be modified or replaced.

3.28 Wheels

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

b. Carbon fiber or carbon composite wheels are not permitted.

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

d. Rear wheel sprocket and brake rotor must remain with the wheel unless part of the original homologated design.

e. Maximum rear wheel rim width: 6.25 inches.

3.29 Brakes

a. Front and rear master cylinder including lever/pedal may be modified or replaced from those fitted to the homologated motorcycle.

b. Front and rear calipers may be modified or replaced from those fitted to the homologated motorcycle.

c. Brake pads or shoes may be modified or replaced from those fitted to the homologated motorcycle.

d. Brake hoses and brake fittings may be modified or replaced from those fitted to the homologated motorcycle.

e. Brake discs may be modified or replaced from those fitted to the homologated motorcycle.

f. The use of carbon fiber, carbon composite or titanium materials for brake discs is not permitted.

3.30 Tires

Any tire approved by the tire manufacturer for racing is permitted.

3.31 Fuel Tanks

a. Fuel tank may be modified or replaced with aftermarket parts provided the side view profile remains visibly the same as the originally homologated model.

b. Fuel tanks may be modified to achieve a maximum capacity of 24 liters (6.341 gallons).

c. All modified or replacement fuel tanks must be made of steel or metal alloy. Modified plastic fuel tanks are not permitted.

d. Non metallic fuel tanks are not permitted unless it is standard equipment on the homologated OEM production model.

e. The fuel cap may be replaced with a quick-fill coupler and additional vent coupling. Both couplers must be installed in the top of the tank.

f. Maximum inner diameter of quick-fill or vent coupler is 63.5mm (2.5-inches). See Dump Cans for Refueling under General Equipment Standards.

3.32 Foot Rest/Foot Controls

a. Foot rest/foot controls may be may be modified, relocated or replaced from those fitted to the homologated motorcycle.

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

- c. The end of the footrest must have no sharp edges or unacceptable protrusions.
- d. Final approval rests with the Chief Technical Inspector at each event.

3.33 Handle Bars and Hand Controls

- a. Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
- b. Engine stop switch must be located on the handlebars.

3.34 Fairing and Bodywork

- a. Fairing and bodywork, including the front fender and windscreen may be modified or replaced with aftermarket parts which resemble the originally approved parts in design and which maintain similar dimensions.
- b. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber)
- c. See Fairing and Bodywork under General Equipment Standards for other restrictions and fluid containment.
- d. Fairing or bodywork may be removed for an event with permission from the Chief Technical Inspector only if damaged at that particular meet. There must be no sharp edges or unacceptable protrusions as a result of such removal. Removed parts must be replaced by the next race meet. This does not include the oil retention portion of the lower fairing.

3.35 Seat

- a. Seat may be altered or replaced from those fitted to the homologated motorcycle.
- b. The top portion of the rear bodywork around the seat may be modified to a solo seat.
- c. The solo seat then must incorporate the rear number plate.
- d. The appearance from both front rear and profile must conform in principle to the homologated shape.
- e. The seat/rear cowl must allow for proper number display.
- f. All exposed edges must be rounded.
- g. Construction must be of plastic or fiberglass (no carbon or carbon composite fiber)

3.36 Weight

1000cc – 1200cc Superbike twins minimum weight requirement:

385 pounds -without fuel

390 pounds -with fuel

3.37 Instrument Panel

- a. Aftermarket instrument panels are permitted.
- b. Shift/indicator lights may be added.

3.38 The following items may be modified or replaced from those fitted to the homologated motorcycle.

- a. Any type of lubrication, brake or suspension fluid may be used.
- b. Any type of spark plug and plug cap may be used.
- c. Gasket and gasket material.
- d. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
- e. Fasteners (nuts, bolts, screws etc.)
- f. Main wiring harness and connectors.
- g. Battery and switches.

- h. Countershaft sprocket, rear wheel sprocket and chain.
- i. Fuel and oil filters
- j. Handgrips.

3.39 The Following Items May Be Removed

- a. Instrument and instrument bracket and associated cables.
- b. Radiator fan and wiring
- c. Cooling system thermostat
- d. Chain guard.

A copy of these rules can also be found in the 2008 AMA Superbike Championship Rulebook.