



STREETSTOCK 125CC

Any machine may be inspected/stripped/dyno'd by the eligibility officer without question and without protest. Failure to comply with the eligibility officer will be immediate exclusion from the meeting and results.

Engine capacity

The maximum allowed cubic capacity of the engine is 125 cc for naturally aspirated

Transmissions

Only manual transmission systems are permitted with a minimum of three gears and a maximum of six. Final drive must be chain driven.

Engine type

Only four stroke engines are permitted.

The engine must be from a homologated road legal bike. With no unaltered parts. Explicitly No Motorcross, Mini moto, or GP competition engines

The engine must match the make, model and year of the frame and the rest of the bikes parts.

Fuelling/Electronics

Air filter may be changed or removed.

Original Fuel Injection/Carb must remain standard diameter.

Jets size may be changed on Carburetors and Fuel mapping devices (power commanders) to alter Fuelling on injectors may also be fitted. Any devices fitted to alter fuelling that have rev increases built in may be used but rev's must not be altered above the factory set rev limit.

Exhaust may be modified or replaced

Standard original ECU must be fitted and not modified in anyway

Cutting of the ignition or fuelling for the purpose of moving through the engines gears is allowed by either a quickshifter, mechanism or button system to the handle bar

Engine Tuning

The engine must remain standard with no modification to the standard barrel, piston, valves, rods, crank, and camshaft.

No part of the inlet tract (between inlet valve and throttle operating mechanism) or outlet tract may have its diameter changed from that which is fitted from factory

If the engines were originally fitted with a Starter motor. The Starter must remain and be functional No modification to the timing of the engine's ignition is allowed.

The Fly wheel must remain as manufacture standard and fitted to the bike.

Explicitly the engine must remain as manufacture intended standard with no modification or performance enhancements allowed to any part of the engine

Chassis

The Frame, sub frame, must be a homologated road legal bike. Modifications such as extra brackets or cutting of the sub frame are permitted. No other modification will be permitted.

Frame and swinging arm must match the engines make and model and year. Explicitly No Motorcross, Mini moto, or GP competition frames

Suspension

The forks must match the chassis make model and year and also and externally must remain un-changed.

Internal modifications are allowed.

Rear shocks will be allowed to be modified with no restrictions as long as it fits the original linkage for the swinging arm with no modification.

Wheels

Must have been sold with the same make model and year of bike which the chassis and swing arm is. Permitted wheel diameters are 16" 17" 18"

Brakes

Pads, lines, master cylinder, discs, and fluid are allowed to be changed for race

products. Callipers must remain from the same make and model year as the chassis. Disc's must remain the same diameter as standard for the model of bike.

Brakes must comply with the ACU regulations

All bikes must run a front brake lever guard

Tyres

treaded and slick tyres and wets are permitted. Tyre warmers are also allowed. Slick tyres are restricted by the ACU age and license restrictions.

All tyres must be fitted in the correct direction of rotation.

Bodywork

Aftermarket fibreglass bodywork is permitted different styles are permitted

Standard road bodywork is permitted but must have mirrors removed. All lights, indicators must either be taped or removed. If rear light is to be used as a rain light it must have the brake switch disconnected.

If the bike original had no fairing it will be permitted with no fairing but must have number boards fitted a per the ACU rules.

White numbers with Black backgrounds

All bikes must run a front mudguard