

TWIN SPORTBIKE CLASS TECHNICAL CONDITIONS 2025

1. General

- 1.1. The rules regarding modifications to motorcycles issued by the manufacturer are established with the aim of ensuring safety, reducing costs (in the case of motorcycle conversions), limiting power and ensuring equal conditions for all competitors.
- 1.2. Motorcycles do not have to fully comply with the parameters issued by the manufacturer.
- 1.3. The appearance of motorcycles does not have to correspond to the original production of the manufacturer and does not have to be based on the make and model.
- 1.4. The number of cylinders in the motorcycle engine must be 2, the arrangement of the cylinders is not important.
- 1.5. The engine displacement and power of the motorcycle, based on the parameters provided by the manufacturer:
≤ 690 cm³ 4-stroke 2-cylinder, power ≤ 55 kW, water-cooled
≤ 820 cm³ 4-stroke 2-cylinder, power ≤ 55 kW, air-cooled.
- 1.6. All motorcycle parts not mentioned in this manual must remain as they were in the original manufacturer's production.

2. Tires

- 2.1. Tires must fit the original motorcycle rims.
- 2.2. Only Bridgestone S 21 are permitted. (2025a tire is still being specified)
- 2.3. Only if the race or training has been declared a "WET RACE" rain race, special rain tires are permitted. The choice of the rain tire manufacturer is free.
- 2.4. The use of tire warmers is prohibited.

3. Rims

- 3.1. Rims must be the manufacturer's original product, according to the motorcycle produced.
- 3.2. The air valves on the rims may be replaced.
- 3.3. The speedometer drive may be removed.
- 3.4. The front and rear wheel axles must be the manufacturer's original product, according to the motorcycle produced.

4. Brakes

- 4.1. The front and rear brake discs may be replaced. The outer diameter of the brake disc must remain the same as the manufacturer's original product, according to the motorcycle produced.
- 4.2. The front brake calipers may be replaced, for this purpose a spacer/mounting bracket may be added. The strength of the spacer/mounting bracket must be the same as or greater than that of the original product.
- 4.3. The rear brake caliper and its mount must be the manufacturer's original product, according to the motorcycle produced.
- 4.4. The front master cylinder may be replaced.
- 4.5. The rear master cylinder may not be replaced.
- 4.6. The hydraulic brake piping for the front and rear brakes may be replaced.
- 4.7. The front and rear brake pads may be replaced.
- 4.8. The mounting bolts for the front supports must be blocked with glue or wire. Blocking is not mandatory for the rear brakes.
- 4.9. The ABS control unit may be removed and the brake hoses from the brake pump may be connected directly to the brake calipers.

5. Shock absorbers

- 5.1. The front fork must be the original product of the manufacturer, according to the motorcycle produced.
- 5.2. The front fork may be replaced with model-specific shock absorbers. For example, shock absorbers of a newer model may be installed on an older generation motorcycle or vice versa.
- 5.3. The standard internal original parts of the front fork may be modified. The shock absorbers may be allowed to change springs or add valves.
- 7.4. The upper cap of the front fork may be modified or replaced.
- 7.5. The triple clamp must be the original product of the manufacturer, according to the motorcycle produced.
- 7.6. The handlebar shock absorber (steering shock absorber) may be installed or replaced.
- 7.7. The handlebar shock absorber may not function as a device for adjusting the steering lock (steering limiter).
- 7.8. The rear shock absorber may be replaced and modified.
- 7.9. The rear suspension connections (mountings, links) must be the manufacturer's original product, according to the motorcycle produced.

6. Handlebars and levers

- 6.1. The handlebars and levers may be replaced and repositioned.
- 6.2. The distance between the handlebars and the frame or fuel tank must be at least 30 mm.
- 6.3. The electric starter switch and the engine stop switch must be mounted on the handlebars.

7. Footrests

- 7.1. Footrests/pedals may be repositioned, but the mounting points must remain in the same position as on the original motorcycle.
- 7.2. Footrests may be mounted rigidly or as hinged, in the latter case a return mechanism must be added to them.
- 7.3. The end of the footrest must be round, with a diameter of at least 8mm.

8. Frame and swingarm

- 8.1. The frame and swingarm must be the original product of the manufacturer, according to the motorcycle produced, they must not be processed or rebuilt.
- 8.2. The side parts of the frame may be covered with protective parts made of composite materials. The guards must imitate the shape of the frame.
- 8.3. The rear half-frame/seat frame may only be modified or replaced if it can be removed with bolts.
- 8.4. All motorcycles must have the motorcycle identification number (frame number) on the frame.
- 8.5. The rear stand mounting brackets (pukakronsa) may be added to the rear fork. The mountings must have rounded edges.

9. Flows (nacelles)

- 9.1. The flow, front mudguard and covers do not have to be original or, when replaced, look like original parts for the given motorcycle model.
- 9.2. All protruding edges of the flow must be rounded.
- 9.3. The presence of front and side flow is not mandatory.
- 9.4. The original flow brackets may be replaced.
- 9.5. Motorcycles without flow must be fitted with a sump that would catch at least half of the amount of oil and coolant used in the engine (at least 5 liters) in the event of possible failures.
- 9.6. The bottom of the flow must have two holes with a diameter of 25 mm. These openings must be closed during dry weather and may only be opened if the race is declared a "WET RACE".
- 9.7. The windscreen may only be replaced with a windscreen made of transparent material.
- 9.8. The seat may be part of the fairing, its position and material may be changed.

10. Engine

- 10.1. No engine modification is permitted. The cylinder capacity must remain the same as the model issued by the manufacturer.
- 10.2. The engine parts must be originals produced by the manufacturer (for example, cylinder head, camshafts, crankshaft, connecting rods, pistons, valves, cylinders and timing and compression ratio of the gas distribution mechanism), except for p.10.3.
- 10.3. Engine gaskets do not have to be originals.
- 10.4. To strengthen the engine housing, engine cover safety guards may be installed on the sides.
- 10.5. The chain sprocket cover and thermostat may be removed.

11. Transmission

- 11.1. The gearbox and clutch type must remain the original ones, as on the motorcycle manufactured by the manufacturer.
- 11.2. Clutch springs and discs may be replaced.
- 11.3. Quick-shift systems are permitted.
- 11.4. The drive chain sprockets and chain may be changed.

12. Radiators

- 12.1. The radiators and their number must correspond to the original motorcycle manufactured by the manufacturer.

13. Air box

- 13.1. The air box must be the original product of the manufacturer, according to the motorcycle manufactured. Modification of the air box is not permitted.
- 13.2. The air filter element of the air box may be replaced.

14. Exhaust system

- 14.1. The exhaust pipes and mufflers may be changed or replaced.
- 14.2. The exhaust system must not be covered with a cover, except for protection against heat around the rider's feet and in the area where contact with the flow (nacelle) occurs.
- 14.3. Different competitions may have different requirements for the permissible noise level, the noise level of the motorcycle must comply with this at all times during the competition.

15. Fuel and fuel tank

- 15.1. The motorcycle must run on fuel available from public filling stations.
- 15.2. The fuel tank must be an original product of the manufacturer, according to the motorcycle manufactured by the manufacturer.
- 15.3. The fuel caps may be replaced.
- 15.4. The closed fuel cap must not leak.
- 15.5. The fuel tank must be completely filled with porous foam suitable for the fuel.

16. Fuel injection system/carburetors

- 16.1. The following changes may be made to the fuel injection system; other changes are prohibited.
- 16.2. The ECU (Electric Control Unit) that controls the fuel injection must be original, but the programs may be changed.
- 16.3. An additional computer (ECU) may be installed.
- 16.4. The fuel cock must be the manufacturer's original product, according to the motorcycle produced.

- 16.5. The carburetors must be original product, according to the motorcycle produced, no modifications are allowed.
- 16.6. The carburetor jets and needles may be replaced to change the fuel mixture.
- 16.7. Parts of the emission control system may be removed (in this case, the open ends must be closed).
- 16.8. The oxygen/lambda sensor may be removed.

17. Ignition system

- 17.1. Modifications to the ignition system are prohibited, only the spark plugs may be changed.

18. Wiring and battery

- 18.1. The wiring may be changed, but the engine kill button on the handlebar must remain.
- 18.2. The dimensions, type and location of the battery do not have to correspond to the original production issued by the manufacturer. When changing the original production, the location of the battery must remain within the structure of the rear half-frame/seat frame and the strength of the fastenings must be the same as or greater than the standard fastenings

19. Starter and charging system

- 19.1. The starter and charging system must be in working order.

20. Fasteners

- 20.1. Standard fasteners may be replaced.
- 20.2. Aluminum fasteners may only be used in non-structural locations.
- 20.3. Non-original fasteners may be used in structural locations, but their design and strength must be the same or greater than the standard fasteners being replaced.
- 20.4. Holes may be drilled in the fasteners for a stop wire, but modifications to reduce weight are not permitted.
- 20.5. Quick-release fasteners may be used for the attachment of the wiring and covers.

21. Fluids

- 21.1. All types of grease, brake fluid and oils are permitted.
- 21.2. It is recommended that the engine coolant be replaced with water or a mixture of water and ethyl alcohol.

22. Removal of other motorcycle parts

- 22.1.1. The following may be removed:
- 22.1.2. Motorcycle lights. If the lights are attached, they must be taped shut.
- 22.1.3. Motorcycle stand. If the stand is attached, it must be secured with wire or a special rubber band.
- 22.1.4. In addition, the following may be removed: the instrument console, chain guard, ignition switch and accessories bolted to the rear of the frame.
- 22.2.1. The following must be removed:
- 22.2.2. The following must be removed: the tool bag, rear-view mirrors, passenger handle and footrests (the bracket for one footrest may remain if it is part of the muffler attachment).

23. Safety

- 23.1. The motorcycle handlebar must have a working, red engine kill button.
- 23.2. The mixture valve control (throttle lever) must be automatically closed/returnable if it is not fixed by hand.
- 23.3. If the tilt sensor provided for in the original is present, the sensor must work (the engine stops when the motorcycle is on its side).

23.4. All oil drain and fill caps and the oil filter must be secured (stopped) with wire. 23.5. It is mandatory to install a red tail light on the competition bike that burns evenly and has a power greater than or equal to the rear position light of the motorcycle. It is allowed to use a bicycle tail light.

23.6. A chain guard must be installed that reduces the risk of the rider getting caught between the lower part of the chain and the sprocket (so-called fin).

24. List and description of riding equipment

24.1. A closed motorcycle helmet equipped with a double "D" fastening strap.

24.2. Motorcycle gloves made of natural or artificial leather with knuckle guards.

24.3. Motorcycle boots with guards, the calf length of which is the same as or longer than the sole length.

24.4. Autonomous back protector (not including the integrated back protector of the riding suit).

24.5. Special motorcycle one- or two-piece leather suit with zipper, which includes at least shoulder, elbow and knee protectors. The zipper connecting the two-piece suit must be closed throughout the ride.

25. Race number colors

25.1. In the Twin Sportbikes class, the race number colors are black numbers (in the RAL system 6010; in the RGB system 054, 105, 038) on a yellow background (in the RAL system 1016; in the RGB system 255, 234, 71).

25.2. Dimensions of the starting numbers:

Number height minimum 90 mm, number line width minimum 20 mm, distance between numbers minimum 10 mm. The background must extend at least 20 mm beyond the edge of the numbers.

25.3. The starting number must be visible on the motorcycle in three places. One number must be on the front of the motorcycle; if there is no gondola, a plastic or fiberglass number plate with rounded corners must be used. The lateral numbers must be located on the lower part of the fairing (bottom pan) or on the right and left sides of the saddle.

25.4. If the colour of the fairings of the motorcycle is very similar to the colour of the number base, the outline of the number base must be marked with a line at least 5 mm wide, which is the same colour as the number.

25.5. In the event of a dispute as to whether the numbers are legible, the decision of the chairman of the technical commission or the race director shall be decisive.