

2020 MotoAmerica Technical Regulation Updates

All technical regulations will be locked down for two (2) championship seasons (2020-2022). However, additional technical regulation changes may be required based on manufacture, FIM or environmental requirements and other factors that may be out of our control.

General

2.3 General Items

- a. Frame, brackets and sub-frame are defined.

2.3.3 Handlebars and Control Levers

- j. Modified rider controls will be considered for the mobility challenged subject to a report by the Medical Director, the Technical Directors decision is final.
- k. Clutch lever may have a guard fitted equivalent to a brake lever guard.

2.3.4 Compulsory Safety Items

All safety items that are universally required in every class were moved here and removed from each individual class.

2.3.5 Wheels and rims

All wheel requirements that are universally required in every class were moved here and removed from each individual class.

2.3.9 Timekeeping instruments

- c./d. additional wording to describe proper mounting position of the transponder

Superbike

2.4.8.5 Cylinders

- c. Top face of cylinders may be ground to adjust deck height

2.4.8.9 Connecting Rods

From 2020 for any newly homologated machines:

- g. The connecting rod must be the originally fitted and homologated part with no modification allowed.
- h. Connecting rod big end bolts may be changed but must be of the same weight or heavier, same material or of higher specific weight material.
- i. The weight of the connecting rod assembly is the homologated weight (normally the weight of the middle weight rod) with a tolerance of +/-3%.

2.4.8.10 Crankshaft

- d. Reduction in weight reduced to 3% from 5%

2.4.8.14 Oil Pump and oil lines

- a. Reduction in modifications allowed to oil pump

2.4.9 Electronic Control System

2020 Superbike electronics will be locked down for a minimum of two (2) Championship seasons (2020-2021).

2.4.9.1/2.4.9.2 Electronics Kits

Front tire pressure sensor added to sensor list.

2.4.10.1 Frame body and rear sub-frame

Modifications to the frame of machines homologated after 2018 have new limitations.

c./f./h. 2019 and newer frames with adjustable inserts may be adjusted to their full extent in the original unmodified frame mounting positions.

i./g. 2019 and newer frames without adjustable inserts may modify the frame within limits described in this section.

2.4.10.7 Brakes

j. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.

p. Front brake system cooling ducts are allowed.

2.4.10.10 Fuel tank

h. New fuel cell requirements.

Supersport

Miscellaneous corrections made to better define current regulations.

2.5.9.1 Engine Control System

Additional ECU approved. WSS600 Spec ECU may be used.

Stock 1000

Miscellaneous corrections made to better define current regulations.

Twins Cup

Miscellaneous corrections made to better define current regulations.

2.8.8.2 Cylinder Head

n. Valve spring retainers, collets and/or spring seats may be altered or replaced. (irrespective of weight or material)

2.8.10.7 Brakes

i. brake ducting is allowed

2.8.10.11 Fairing/Bodywork

i./j. Front and rear fender designs free with limitations.

Junior Cup

Miscellaneous corrections made to better define current regulations.

2.9.9.1 Engine Control System

Optional WSS300 electronics allowed.

Data Logging allowed with limitations.

2.9.10.7 Brakes

a./ii. Allows for aluminum brake rotor carriers.

2.9.10.11 Fairing/Bodywork

d. Allows for double bubble and/or taller windscreens

If you have questions or comments, please contact technicaldirector@motoamerica.com.

