



## **2025      MotoAmerica – SSNG Chassis Kits Approval Requirements**

1. For the 2025 MotoAmerica season, before use all chassis kits for Supersport need to be published on the relevant list
2. Participants in the 2025 Season must only use either the original homologated OEM chassis parts (with no modification) or the approved chassis kit parts listed on the **FIMNA** National MotoAmerica Eligible Parts for Competition List - [Road Racing Regulations - American Motorcyclist Association](#)
3. Part will be added to the list only if they meet the availability and price limits set out in the regulations. In no capacity does it mean the parts have been tested or checked for their suitability in the intended application (by the organizer or official bodies). It is wholly the responsibility of the parts manufacturer or the team/rider who uses it.
4. The requirements for approval:

### **Triple Clamps:**

- a. The approved unit must be the complete triple clamp assembly.
- b. The approved kits may be manufactured by the team or external supplier but must be listed on the **FIMNA** National MotoAmerica Eligible Parts for Competition List.
- c. The approved kits will only be available for use in a sanctioned events after minimum of 30 days from date of final approval.
- d. Approved kit must be freely available for other teams to purchase (and supplied within 4 weeks of a paid order).
- e. The registration of the parts must include dimensioned drawings and photographs to allow easy identification.
- f. The price limit for the complete triple clamp assembly is €1200.

### **Steering Stem Position:**

- a. The approved unit must be the complete steering stem position assembly.
- b. The parts may be manufactured by the team or external supplier but must be listed on the **FIMNA** National MotoAmerica Eligible Parts for Competition List.
- c. The approved kits will only be available for use in a sanctioned events after minimum of 30 days from date of final approval.
- d. Approved kit must be freely available for other teams to purchase (and supplied within 4 weeks of a paid order).
- e. The registration of the parts must include dimensioned drawings and photographs to allow easy identification.
- f. The price limit for the complete linkage assembly is €180.

### **Supersport NG Linkage:**

- a. The approved unit must be the complete rear suspension linkage assembly.
- b. The parts may be manufactured by the team or external supplier but must be listed on the **FIMNA** National MotoAmerica Eligible Parts for Competition List.
- c. The approved kits will only be available for use in a sanctioned event after minimum of 30 days from date of final approval



- d. The kit must be freely available for other teams to purchase (and supplied within 4 weeks of a paid order).
- e. The registration of the parts must include dimensioned drawings and photographs to allow easy identification.
- f. The price limit for the complete linkage assembly is €600.

**Swingarm Pivot:**

- a. The approved unit must be the complete swingarm pivot assembly.
  - b. The parts may be manufactured by the team or external supplier but must be listed on the **FIMNA** National MotoAmerica Eligible Parts for Competition List.
  - c. The assembly will only be available a minimum of 30 days from approval before their first use during official sessions and must be freely available for other teams to purchase (and supplied within 4 weeks of a paid order).
  - d. The registration of the parts must include dimensioned drawings and photographs to allow easy identification.
  - e. The price limit for the complete linkage assembly is €600.
5. Approved kits cannot change the basic working principle of the suspension unit.
6. Manufacturers must supply MotoAmerica/FIMNA with documentation that details all of the components that will be offered. Details must include:
- a. Details of the supplier/manufacturer of the parts and their contact/ordering details
  - b. Signed document stating that the parts are freely available to all competitors without bias, meet the price limits and the time of supply limits set out in the regulations and finally acknowledge the details in this document
  - c. Excel document of complete assembly
    - a) Part number of complete assembly
    - b) Retail pricing of complete assembly.
    - c) Part number of all parts required to make up assembly
    - d) Description of all the parts required.
    - e) Description of the complete list of modifications required to utilize each kit. (example; rear shock requires longer/shorter clevis)
  - d. Dimensioned drawings in PDF form of complete assembly and all required parts.
  - e. Photos of complete assembly

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