



MotoAmerica Technical Bulletin

01-5000-26 Ducati Streetfighter SFV2 (955cc)

All MotoAmerica RSD Super Hooligan Teams:

The 22-25 Ducati Streetfighter SFV2 (955cc) has been officially approved for competition in the 2026 MotoAmerica RSD Mission Super Hooligan National Championship.

The following specific regulations apply (in addition to all other existing Super Hooligan technical rules):

Engine: The engine and all engine components on the 22-25 Ducati Streetfighter SFV2 (955cc) must stay as homologated unless listed below.

2.10.7.11 Transmission / Gearbox

- a. Stock transmission shafts and gear set must be the originally fitted and homologated part except as noted in the following.
- b. Quick-shift systems (including wire and potentiometer) are allowed.
- c. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- d. The sprocket cover may be modified or eliminated.
- e. If it is not incorporated in the rear fender, the chain guard may be removed.
- f. Undercutting and re-shimming are allowed.
- g. Shift star/indexer, spring, roller, and detent may be replaced or modified but must function as originally designed.
- h. Polishing, surface treatment, and heat treatment of all gearbox components is allowed.

2.10.7.12 Clutch

- a. Aftermarket or modified clutches (including plates/springs etc.) are permitted.

2.10.7.15 Airbox

- The airbox components must remain as homologated (lower airbox assembly, snorkel, seal, breather hose, intake air temperature sensor, etc.).
- An air filter is required and must be mounted in the original position.
- The air filter may be replaced with an aftermarket unit.
- Intake funnels (velocity stacks) must remain as homologated

Engine Control System: 22-25 Ducati Streetfighter SFV2 (955cc) The ECU/Dashboard/Harness must be the Supersport control ECU and dashboard Electronic System as documented in the FIMNA National MotoAmerica Eligible Parts for Competition List: [Road Racing Regulations | American Motorcyclist Association](#). The official supplier of the ECU is Solo Engineering, and the units must feature the Solo Engineering official labelling. (www.soloengineering.com)

See Section 2.5.9.1 Supersport Next Generation Electrics and Electronics in the Technical regulations here: [Road Racing Regulations | American Motorcyclist Association](#) for additional information.

See Bulletin: 06-5000-24 for further information on the Supersport control ECU and dashboard Electronic System - [06-5000-24 - MotoAmerica Supersport Next Generation ECU Information Bulletin.pdf](#)

NOTE: Grip sensor (throttle assembly) Must stay as homologated

NOTE: All Data logging requirements must follow the regulations listed in section 2.10.8.1 of RSD Super Hooligan [2026 MotoAmerica Technical Regulations](#). No additional sensors may be added for the purpose of data logging.

Chassis:

2.10.9.3 Front Suspension

- b. The upper and lower fork clamps (triple clamp, fork bridges) and steering stem must stay as homologated.

2.10.9.5 Rear Suspension Unit

- b. All rear suspension linkage components must stay as homologated.

2.10.9.4 Swing arm (Rear Fork)

- a. Swingarm assembly must stay as homologated.

All other regulations contained in the current MotoAmerica/RSD Super Hooligan technical rules remain in effect and apply fully to the 22-25 Ducati Streetfighter SFV2 (955cc).

For additional questions email: tdaane@motoamerica.com