SUPER STOCK

*Changes from last season are made in **BLUE**.* *Revisions during the season are made in **RED**.* *Revised **7/28/22***

CLASS DESCRIPTION: Super Stock motorcycles are 4-stroke naturally aspirated production machines sold for street use.

DESIGNATION: The class designation is SS. All entrants must display this designation on both sides of their motorcycle by their bike number.

FORMAT: This is a 1/4 mile heads-up class run on a .400 pro tree. The class will qualify a 32-bike field and place them on a pro ladder.

CHANGING BIKES: A racer can change his or her bike in qualifying if there is still another qualifying session for the class, however all previous qualifying data will be erased, and the racer must re-qualify the new bike (You still need to notify the tower to change). The bike and rider that runs first round is the one that must be used for the remainder of eliminations, even if the class is completed on another weekend due to weather.

POINTS: This class will be a points class at all XDA events.

1: ENGINE

Must remain completely stock. No polishing, no coatings. All internal and external engine parts must remain stock OEM with no modifications, metal removal, or blueprinting.

2: FUEL INJECTION

Aftermarket fuel injection management systems that allow fuel or ignition timing adjustments must plug in-line with the OEM, unmodified wiring harness and work in conjunction with the Factory ECU e.g. Bazzaz, Power Commander, Rapid bike. Factory ECU can be reflashed for tuning and derestricting. No stand-alone, plug-n-play, or kit ECU's are allowed. All units must be available for immediate shipment from U.S. warehouses to any of the manufacturers' U.S. retail outlets for sale to the public. Availability must be maintained throughout the current racing season. Quick shifters that cut ignition and/or fuel are permitted.

3: INTAKE

The OEM airbox must be utilized. Air filter use is mandatory. Only commercially manufactured air filters permitted. External airbox supply ducts must be stock and may not be removed. Exhaust emission control valves and hoses may be removed and all airbox drains must be plugged. No routing of exhaust emission system to crank cases allowed. Velocity stacks can be rearranged utilizing stock OEM stacks of same model.

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4: CLUTCH

Clutch plates and springs may be replaced with aftermarket parts. Clutches may be backdated or modified to eliminate factory slipper clutch. Clutch cushion kits allowed.

5: BRAKES

Brake pads and brake lines may be replaced with DOT-approved components. Brake disc may not be drilled. Rotors and Calipers must remain factory.

6: FRONT SUSPENSION

The use of a tie-down strap will be permissible, but once in place the excess strap must be secured to prevent any adjustment as to be determined by the Tech Director. Standard production internal parts of forks may be modified to alter dampening. Aftermarket damper kits or valves may be installed. Fork springs may be replaced with optional or aftermarket springs. Fork caps may be modified or replaced to allow external adjustment of fork springs only. Steering Damper is recommended but not required. The stock steering damper may be replaced with an aftermarket damper. Minimum required suspension travel is 1-inch. Maximum fork tube exposure above the upper triple clamp or clip-on's is 2 1/2-inch. Front fender may be lowered for additional clearance. Aftermarket top triple clamps are permitted only on models that have an OEM triple clamp that does not allow fork tubes to be slide up through the triple clamp (i.e, Hayabusa Gen 1-3 models).

7: REAR SUSPENSION

Rear suspension must have a minimum of 1-inch travel. Rear suspension changes allow the use of an aftermarket dog bone with stock knuckle arm. Factory Shock can be re-valved only. No aftermarket shocks permitted.

8: FRAME

Stock frames required with no modifications. Stock wheelbase. Frame must display vehicle identification number. Frames may be polished. Steering head angle may not be altered.

9: GROUND CLEARANCE

All Ground Clearance are to be measured with the amount of air present in the rear tire at the conclusion of the run with rider sitting on the bike, straight up, perpendicular to the ground. No rider or team member is allowed to alter or measure the pressure or make any contact with either tire valve stem until the conclusion of the post-run tech inspection. The determined clearance will be measured to the most solid stop. No aftermarket oil drain plugs permitted.

Minimum Rider #	All Liter Bikes	ZX-14	Hayabusa
0 #	2" ground clearance	3" ground clearance	2" ground clearance
130 #	2" ground clearance	3" ground clearance	2" ground clearance
150 #	2" ground clearance	2" ground clearance	2" ground clearance

10: SWINGARM

Must retain stock swingarm with no modifications.

11: WHEELS, SPROCKETS, CHAIN

Wheels must remain factory to make and model that were provided by the manufacturer. Polishing is permitted. Wheel bearing and seal modifications are permissible. Chain must remain OEM pitch. Aftermarket sprockets, Non-O-ring chains, and O-ring chains with O-rings removed are permitted.

12: TIRES

Tires permitted for Super Stock competition must meet the following criteria:

1. Front Tire minimum size 120/60-17. Applicable DOT standards for motorcycle street use.

2. Properly marked with molded-in DOT number and construction/compound identification

3. Available for immediate shipment from U.S. warehouse to any of the manufacturer's U.S. retail outlets for sale to the public. Availability must be maintained throughout the current racing season.

4. Rear Tire Size: Any DOT rated rear tire size with a speed rating of (Z or better) approved.

13: FUEL

VP MR12 Spec Fuel: This class uses a spec fuel of gasoline only. No nitro, no alcohol. All bikes must have a method to provide a fuel sample from the fuel system.

14: BODY

1. All fairings must be original stock parts with factory paint.

2. All fairing brackets must be original stock parts.

3. Factory seat may be cut and re upholstered.

4. Aftermarket windscreens permissible.

15: ELECTRICAL

The use of the following electrical aftermarket items is prohibited: Air shifters, stutters, two-steps, datalogger and O2 sensor. Factory-original, OEM shift lights are permitted. Shift lights may not be aftermarket products or retrofitted.

16: EXHAUST

Exhausts must be conventional, under-pan, up-sweep pipes. No sidewinders allowed. All aftermarket street pipes must be in stock and readily available for purchase. No one-off exhaust pipes are allowed.

17: WEIGHT

All Bike weights will not exceed the factory wet weight.

Super Stock does not permit the removal of any items not specifically listed within these rules. If it is not noted that it CAN be removed, it CANNOT be removed.

18: MODIFICATIONS

Additional modifications listed in this section are permitted. Absolutely no other changes from showroom stock will be permitted unless specifically addressed within these rules.

The following additional items may be removed:

1. Side marker lights, reflectors and mirrors. Disconnection must be made at stock connectors, not by cutting. Wiring harness must remain otherwise intact. Stock headlight required.

2. License plate bracket

3. Passenger footrest, mounting brackets, and grab rails.

4. Center and/or side stands

5. Aftermarket levers permitted

19: CHAMPIONSHIP RULE (PASSING OF TORCH)

Super Stock Championship once obtained, you may defend your title for the following season, but after completion of your title defense the following season you can no longer run Super Stock. You must move on to a Pro Category.

SUPER STOCK CLASS WILL HAVE A ZERO TOLERANCE POLICY WITH MANDATORY PENALTY. IN THE EVENT THAT A MOTORCYLE IS FOUND WITH ENGINE MODS, WEIGHT BALLAST, OR FUEL TAMPERING, THE RIDER WILL BE IMMEDIATELY DISQUALIFIED FROM THAT EVENT AND BANNED FROM THE CLASS INDEFINITELY

GENERAL SAFETY: All riders must have full leathers (zipped together leathers are recommended and may be mandatory in future). All riders must have a SNELL 10 or higher full-face helmet with shield, leathers gloves, and shoes above the ankle. All motorcycles and riders must pass IHRA safety inspection. Ballistic blankets are recommended but are not required. Tether kill switches required on all entrants. Kill switch, when activated, must disable ignition, fuel pump(s) and nitrous system solenoids.