



All standards from existing Rulebook, Chapter 11, General Competition Rules, apply.

This means the general preparation rules for equipment on each bike are the same as with other National Sport Bike (Super Sport) classes.

As per Chapter 11, there is no specific restriction for:

bars, levers, frame guards, reinforced covers, bodywork (must retain fluid and provide for drain in the wet), exhaust systems (except noise), sprockets, chains, etc.

A front brake lever guard, rear rain tail light and shark fin swing arm protector are required.

2021 CSBK RULEBOOK

CHAPTER 13

AMATEUR LIGHTWEIGHT SPORT BIKE RULES

All machinery eligible to compete in Amateur Lightweight Sport Bike must also adhere to the GENERAL COMPETITION EQUIPMENT RULES; in cases of conflict, these rules supersede the GENERAL COMPETITION EQUIPMENT RULES.

Homologation:

For all manufacturers, 10 units of a specific street-legal model must be imported into Canada for that model to be approved for track use in CSBK.

In the matter of equivalency for models not legal by the letter of these Rules, approval is possible with application to CSBK on a bike by bike basis, if the machine is judged not to alter the “indexed” nature of this category.

APPROVED EQUIPMENT (revised Jan. 16, 2019)

Kawasaki Ninja 250 and Ninja 300 – all years

Kawasaki 400 Ninja

Honda CBR250R, CBR300R, CBR500R – all years

Yamaha YZF-R3 – all years



A) FRONT SUSPENSION

1. Aftermarket Fork Caps may be substituted.
2. Aftermarket “open” cartridges are permitted.
3. Aftermarket triple Clamps are NOT permitted.
4. Head Inserts to adjust rake are NOT permitted.
5. A Fork Brace may be installed IF no modifications to other components are required.
6. The total cost (Canadian MSRP) of modifications to the front fork, not including labor, can not exceed \$ 1,500 in Canadian Funds. (revised April 10, 2021)

B) REAR SUSPENSION

1. The rear shock linkage may not be altered or substituted.
2. The rear shock absorber may be substituted.
The total cost (Canadian MSRP) of the alternate rear shock can not exceed \$ 2,000 in Canadian funds. (revised April 10, 2021)

C) FRAME and GEOMETRY

No modifications to the frame or swing arm can be made.

The rear sub-frame may be substituted, if removable on the original OE unit – lightweight “kit” sub frames are not permitted.

NOTE: repairs/straightening to non-removable rear sub-frames is permitted with written request and specific, written permission from CSBK.

D) ELECTRONICS

Only Electronic items available directly from the OEM for that specific model are allowed.

Dynojet Tuning Products are permitted.

Flash Tune for the stock ECU is permitted and competitors are required to provide access code if requested by Tech (revised April 10, 2021)

OEM-supplied and Dynojet “Quick Shifter” products are permitted.

Traction Control in any form is not permitted.

E) DISPLACEMENTS/ENGINE MODIFICATIONS

All eligible equipment must compete with the stock displacement, with stock bore and stroke, except for Kawasaki Ninja 250 and 300s, and Honda CBR250R and CBR300R singles. For these specific Honda single models, bore and stroke may be altered using the OE castings.

(revised April 10, 2021)



Engine internals must remain stock in the case of all eligible equipment, with the exception of the Kawasaki Ninja 250 and 300, and Honda CBR250R and CBR300R.

Compression may be increased (heads and/or barrels decked) and cam shafts degreed/replaced for all eligible equipment.

Cylinder heads may be ported – material may be removed from the head but not added.

No changes may be made to the Air box, complete filter assembly (OE type permitted) and fuel-injection system, except via approved electronic additions (Dynojet, Flash tune, Etc.)

F) HORSEPOWER AND WEIGHT REQUIREMENTS/RESTRICTIONS

Immediately following each practice session, qualifying session or race, the top finishers plus other motorcycles chosen at random will be tested on the Official Series Dynojet Dyno to verify horsepower. Machines will also be weighed at this time.

Machines must weight no less than their listed limit in the same condition in which they finish the on-track session, including all fluids including water/coolant, oil and fuel. Weights will be checked immediately following on-track events. No fluid or weight-affecting device can be added prior to the determination of weight.

Switches and any other devices/methods designed to affect the horsepower readings during Dyno testing are strictly prohibited.

1. For the following machines, the maximum permitted Horsepower will be 44, and the minimum allowable weight will be 310 pounds on the Official Series scales. (revised Feb. 28, 2020)

Kawasaki (except Ninja 400), Honda single cylinder, Yamaha

2. For the Honda CBR500R twin, the maximum permitted Horsepower will be 46, and the minimum allowable weight will be 350 pounds. (weight revised Feb. 28, 2020)
3. For the 2018-2021 Kawasaki Ninja 400, maximum permitted horsepower will be 45, and the minimum allowable weight will be 320 pounds (revised Feb 28, 2020)

The 2018-2020 Kawasaki Ninja 400 can compete using a full racing exhaust system. There is no specific rev limit restriction imposed, although competitors are free to limit RPMs to meet the class rules/standards if that is their preferred method.

It is recommended that all Kawasaki Ninja 400 competitors consider a CSBK provided (or similar) inlet restriction to control/limit performance, and allow competitors to more easily meet the standards established for the class.



G) FUEL

Spec Fuel is required for use by all CSBK competitors. Competitors must use BCR-supplied Shell unleaded pump fuel or Sunoco GTX260 unleaded racing fuel provided by the CSBK-approved at-track sole vendor: Brooklin Cycle Racing. Competitors are not permitted to use fuel additives or octane enhancing elements to any fuel. Random fuel tested will be conducted and zero tolerance given for any competitors using any type of non-approved or leaded fuel. Please see Tech Bulletins for updated info.

H) Tires – Spec Dunlop race rubber as per Canadian Distributor Pro6

Tire warmers will be permitted starting in 2021.
A maximum of four new tires are permitted per competitor over the three-day National event weekend (Friday-Saturday-Sunday).

I) RULES UPDATES and REVISIONS

CSBK reserve the right to make small adjustments to the spec of competition equipment legal in this class as information becomes available throughout the season.

Rules changes will not typically occur during the course of any event/weekend/set of races at a specific venue.

J) RIDER STATUS/ACTIVITY

Pro racers are not permitted in Amateur Lightweight Sport Bike.

Pro racers who have not competed on any level of road race activity for a minimum of five years can apply to participate in Amateur Lightweight Sport Bike with CSBK, with each competitor evaluated individually.

Amateur Lightweight Sport Bike competitors are not permitted to take part in any other National level event during each National weekend; regional support classes are permitted.

Amateur Lightweight Sport Bike competitors are permitted to participate in the parallel Pro/Am Class events on the same weekend, or Regional support Lightweight-type class events. (revised February 28, 2020)

Riders who place first, second or third in the final, overall year-end points standings in one year may not compete in the following year's Amateur Lightweight Sport class. Exceptions will be considered in the case of injury or similar on a per-instance basis. (revised Feb. 29, 2020)