

APRILIA RS125 TECHNICAL SPECIFICATIONS (2010)

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE RULES IS STRICTLY FORBIDDEN

1. MACHINES

Aprilia RS 125 production models, as produced from 01-11-05 and available in the UK via IN Competition from 01-01-06. (any parts exclusive to the older models including the pre-1999 SP model are not permitted to be used on machines in this series).

The only eligible models are designated as **Euro 2 & Euro 3**

New Euro 2 machines are supplied with race kits included through:

IN Competition

Unit 1

New Lane

Burscough

Lancs

L40 0RY

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The machines used are allowed only limited modifications. Most modifications are allowed only on safety and cost control grounds.

All motorcycles must comply in every respect with all requirements for Road Racing as specified in the ACU regulations.

The appearance from both front, rear and profile of machines must (except when otherwise stated) conform to the homologated shape. The appearance of the exhaust system is excluded from this rule.

2. DISPLACEMENT CAPACITY

The displacement must remain at 124.9cc and the bore and stroke (54 x 54.5) must remain as originally produced.

3. MINIMUM WEIGHT

The minimum weight at post race control must not be less than 102kg, this includes oil and water but excludes fuel.

At any time during the event, the weight of the whole machine (including the tank) must not be less than the minimum weight, with a tolerance of 1kg.

4. NUMBER PLATE COLOURS

The background colours and figures for Aprilia Superteens are:

FRONT

RED background with WHITE numbers – Nitro Newcomers Class

BLACK background with WHITE numbers – Aprilia Championship Class

REAR

BLACK background with WHITE numbers – Both Classes

Placed in accordance with the ACU regulations.

5. CARBURATION INSTRUMENTS

Carburation instruments must remain as homologated. Carburettor jets and needles may be replaced.

No modification, polishing or cutting is allowed.

Only the 28mm bodied standard carburettor is permitted.

Electronic or mechanical enriching devices must remain installed and active (If the carburettor is changed from one model to another, the appropriate wiring loom must also be installed and be operative).

Bell mouths must be as originally produced by the manufacturer for the homologated machine.

Throttle must be standard, quick action throttles are not permitted.

6. FUEL

All machines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 (RON 102 max) and be readily available from roadside service stations nationwide. E85 Bio Fuel is also permitted when purchased from normal roadside outlets.

7. FRAME BODY AND REAR SUBFRAME

Frame must remain as originally produced by the manufacturer and may not be painted. The sides of the frame body may be covered by a protective part made of composite material of the original frame colour.

Nothing can be added by welding or removed by machining from the frame body.

Engine mounting brackets or plates must remain as originally produced by the manufacturer.

Bolt on accessories to the rear sub-frame may be removed.

8. FRONT FORKS

Forks structure (spindle, stanchions, bridges, stem etc) must remain as originally produced by the manufacturer.

Standard original internal parts of the forks may be modified.

After market damper kits or valves may be installed.

The fork caps can be modified or changed to add spring preload/compression and damping adjusters.

Dust seals can be modified, changed or removed providing the fork remains totally oil sealed.

Any quantity or quality of oil can be used in the front forks.

The height and position of the front fork in relation to the fork crowns is free.

A steering damper may be added but may not act as a steering lock device.

9. REAR FORK (Swing Arm)

Every part of the rear fork must remain as originally produced (including rear fork pivot bolt and rear axle adjuster).

Rear wheel stand positioning (support) brackets may be added by welding or bolts. Brackets must have rounded edges viewed from all sides. Fastening screws must be recessed.

Drilling to accommodate rear sprocket protector is permitted.

10. REAR SUSPENSION UNIT

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork must be used and the rear suspension linkage must remain as originally produced.

Rear suspension spring may be changed.

11. WHEELS

Wheels must remain as originally produced by the manufacturer (any wheel from eligible models may be used).

The speedometer drive may be replaced with a spacer.

The cushion drive for the rear wheel must remain as originally produced for the standard wheel.

No modification of the wheel axles or any fixing or mounting points for front brake calliper are authorised. Spacers can be modified. Modifications to the wheels to keep spacers in place are permitted.

12. BRAKES

Brake discs must remain as originally produced by the manufacturer.

The front and rear calliper (mount, carrier, hanger) must remain as originally produced.

The front and rear master cylinders must remain as originally produced, but the reservoirs may be changed for aftermarket products.

Front and rear hydraulic lines may be changed for after market braided hoses.

Front and rear brake pads may be changed.

Air scoops are not permitted.

13. TYRES

The dry weather control tyre for the series is the Dunlop GP209 supplied by Dunlop / IN Competition.

The wet weather control tyres for the series are 125/80 – 17 KR191 (front) and 150/55 – 17 KR244 (rear) models, no other tyres are permitted. Wet tyres may ONLY be used when the Clerk of the Course has declared the Race or Practice session as “WET” at all other times, the dry tyre must be used.

Any modification (cutting, grooving) is forbidden.

The use of tyre warmers is allowed.

14. FOOT RESTS / FOOT REST CONTROLS

Foot rests / Foot rest controls may be relocated but brackets must be mounted to the frame at the original mounting points.

15. HANDLE BARS AND HAND CONTROLS

Handle bars may be replaced (does not include brake master cylinder).

Handle bars and hand controls may be relocated.

Unused switches can be removed but electric starter switch and engine stop switch must be located on the handle bars in accordance with ACU Standing Regulations. **THE IGNITION "Kill Switch" MUST NOT BE TAPED OR OTHERWISE INTERFERRED WITH AND MUST BE OPERABLE WITH THE RIDERS HANDS STILL ON THE GRIPS.**

16. FAIRING / BODYWORK / FUEL TANK COVER

Fairing, seat, bodywork and fuel tank cover, may be replaced with cosmetic duplicates for racing purposes. The use of carbon fibre or exotic materials is forbidden.

(PAINTWORK MUST BE GLOSS BLACK WITH THE SERIES LOGOS IN THE CORRECT POSITIONS AS DIRECTED BY IN COMPETITION photos on www.aprilia125challenge.com

MUDGUARD AND TANK COVER MUST ALSO BE BLACK.

WHEELS MAY BE ANY COLOUR.

The original air ducts must remain standard. Particle grills (if installed) may be removed.

Front mudguards may be replaced with a cosmetic duplicate of the original and may be spaced to allow correct tyre clearance.

Rear mudguard fixed on the swing arm can be modified or changed but the original profile must remain. Exotic materials are forbidden.

17. FUEL TANK

Fuel tank must remain as originally produced with an operable petcock as installed at the factory.

Fuel tank cover may be replaced with a cosmetic duplicate specific to the 2006 onwards model painted gloss black.

Fuel tanks with a breather must discharge into a catch tank made of a suitable material.

18. SEAT AND SUPPORT

Seat, seat base and associated bodywork may be replaced with parts of similar appearance. The seat may be modified to lower the seat height for smaller riders, under no circumstances may the sub-frame be altered to accommodate such changes.

The appearance from both sides and rear must conform to the original silhouette.

19. WIRING HARNESS

The original wiring loom may only be modified as follows:

The unused wire loom elements supplying current to indicators, horn, ignition contact and lights etc may be unplugged and or removed (no cutting is allowed).

The wiring loom may be relocated on the machine but no cutting or addition of any wires is permitted.

20. BATTERY

The battery may be replaced but must remain in the standard location.

21. RADIATOR AND COOLING SYSTEM

The radiator must remain standard and no additional radiators may be added.

Protective meshes can be added in front of the radiator.

The radiator tubes to and from the engine can be changed, but the system must be maintained, with its original tanks.

Thermal switches, water temperature sensor and thermostat can be removed from the cooling system.

22. AIRBOX

The airbox must remain as originally produced by the manufacturer (no modifications are permitted).

The air filter element may be modified, removed or replaced.

23. CYLINDER HEAD

Must remain the original unit, but may be modified without using alternative materials to those originally employed, no additional materials may be added to the cylinder head to improve performance in any way.

24. CRANKSHAFT

No modifications are allowed (including polishing and lightening).

25. CONNECTING ROD

No modifications are allowed (including polishing and lightening).

26. PISTONS

May be modified using the original Aprilia genuine parts for this model.

27. PISTON RINGS

No modifications are allowed.

28. PISTON PINS AND CLIPS

No modifications are allowed.

29. CYLINDER

May be modified using the original Aprilia genuine part for this model.

30. REED BLOCK

This part is supplied under a single part number (0224387) and the Reed Petals are supplied as a separate part (number 0224430). The petals must remain standard and the rest of the unit may be modified but must remain complete with no parts cut or ground away.

31. CRANKCASE AND ALL OTHER ENGINE CASES

No modifications to these parts are allowed except polishing and matching.

32. TRANSMISSION / GEARBOX

No modifications to the gearbox or selector mechanism are allowed.

Countershaft, sprockets, chain pitch and size may be changed.

The sprocket cover can be modified or removed.

No quickshifter or ignition interruption systems are permitted.

33. CLUTCH

No modifications are allowed, except for replacing the friction and drive plates (the number of plates and their ratio must remain as the standard model).

Clutch springs may be replaced.

34. IGNITION / ENGINE CONTROL SYSTEM (Cdi)

Must remain the standard unit and may only be modified as approved by IN Competition and this may only be carried out by **IN Competition**. The unit must remain standard in every other respect.

35. GENERATOR, ALTERNATOR & ELECTRIC STARTER

The ONLY part which may be modified is the ignition pick up (part no. 0265157).

No other modifications are permitted.

The electric starter must operate normally and always be able to start the engine throughout the event. The standard connections must be maintained to both the starter and generator.

36. IGNITION SWITCH AND KEY

These parts must remain on the bike, in the standard location and in working order. The ignition key does not double as an emergency stop switch (the emergency stop switch must be able to be operated by the rider whilst his/her hands are still on the grips).

37. EXHAUST SYSTEM

The exhaust system may only be changed for the Arrow system as supplied by IN Competition.

The main part may not be altered or cut in any way, but the manifold stub may be machined to any length from either of the Arrow units supplied.

Wrapping of the exhaust system is not permitted.

38. FASTENERS

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design of any replacement must be at least equal to the original part.

Fairing/bodywork fasteners may be changed to the quick connect type, but aluminium fasteners may only be used in non-structural locations.

39. AUTOLUBE SYSTEM

Autolube or pre-mix is allowed, however the autolube system (including the oil tank and pump) must remain in place, but may be used to store electrics etc.

THE FOLLOWING ITEMS MAY BE ALTERED OR REPLACED FROM THOSE FITTED TO THE HOMOLOGATED MOTORCYCLE.

Any type of lubrication, brake or suspension fluid may be used.

Any type of spark plug.
Any inflation valves.
Wheel balance weights may be discarded, changed or added to.
Gaskets and gasket materials.

THE FOLLOWING ITEMS MAY BE REMOVED

Upper chain guard.
Bolt on accessories on the rear sub-frame.

THE FOLLOWING ITEMS MUST BE REMOVED

Headlamp, rear lamp and turn signal indicators.
Rear view mirrors.
Horn.
License plate bracket.
Tool box.
Helmet hooks and luggage carrier hooks.
Passenger foot rests.
Passenger grab rails.
Safety bars, centre and side stands (fixed frame brackets must remain).

ADDITIONAL EQUIPMENT

Additional telemetry equipment not on the original homologated motorcycle may be added to a maximum retail value of £350 and may be used for recording of data only, no 'real time' adjustment functions are permitted. The only potentiometers and sensors allowed are those for throttle position, gear selected, brakes, road speed (front & rear) and suspension travel. *(This is aimed at allowing data acquisition to aid rider development without adding unduly to costs.)* **Any rider who wishes to "Claim" a telemetry system fitted to another competitors machine may do so by paying £500 in cash to the other competitor whilst the machines are still under control of the Technical Stewards in Parc Ferme after the final Aprilia Superteen Championship race of any weekend event. Failure to sell the equipment to a rider who lodges a "Claim" in accordance with the above criteria will result in that rider being excluded from all races at that weekends event.**

The original combination instrument cluster may be replaced with an aftermarket alternative, but this falls within the "Claiming" rule applicable to Telemetry. All other fairing brackets may be altered or replaced. Exotic materials are forbidden.

I / we have read and understood the technical regulations for the series and agree to be bound by them. If at any time a technical issue arises that is unclear to me or any of those responsible for the preparation of my machine, I will seek written clarification from IN Competition BEFORE altering, removing or otherwise modifying any part of the motorcycle.

Signed (Competitor)

Print Name.....

Signed(Parent or Responsible Adult)

Print Name.....

Date

(A signed copy of this document must be returned with the series registration documentation.)