

**2026**

## **TECHNICAL REGULATIONS**

**OHVALE GP-0 110 4S**

**OHVALE GP-0 160**

**OHVALE GP-2 190**

## 2. TECHNICAL REGULATIONS 2026 – OHVALE CATEGORIES

*The following technical rules are written for the Official Ohvale Sport Activity. Certain provisions are also drafted with the aim of guiding the National, regional or continental federations in the drafting of their own technical rules. The interest and the goal being that the machines have the same technical provisions.*

### **EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN**

#### 2.1. INTRODUCTION

Motorcycles participating in the Official Ohvale Sport Activity must comply with the provisions of this regulation. As set out in the Sporting Regulation, this Championship is open to motorcycles produced by the Official Supplier of the Series (Ohvale S.r.l), with the following categories:

- GP-0 110 4Speed
- GP-0 160 4Speed
- GP-2 190 DAYTONA

The Official Ohvale Sport Activity is open to Ohvale GP-0 110 4 Speed, Ohvale GP-0 160 4 Speed motorcycles and GP-2 190 DAYTONA motorcycles manufactured by Ohvale S.r.l. and supplied for the Championship by the Official Supplier.

Motorcycles and engines allowed to participate in this class must comply with these regulations.

If requested, the manufacturer (or distributor for him) is required to deliver to FIM or FMN the material and / or documentation relating to approved motorcycles. All the documentation will be treated confidentially by FIM or FMN.

It is allowed to use some parts of the specific kit for the model of motorcycle in use and / or make changes as indicated in the homologation forms deposited by the manufacturer.

Except as explicitly authorized by this regulation and in the homologation forms, all components of the motorcycle must be kept original, therefore as originally produced by the manufacturer.

If not specified, the front, side and rear views of the motorcycles will conform to the appearance of the model as originally produced by the manufacturer.

During scrutineering, the FIM Technical Director/Chief Technical Steward can avail themselves of the support of the Technical Service of the Official Supplier of the Official Ohvale Sport Activity. The Organizer can avail itself of the Technical Service of the Official Supplier also for scrutineering involving the withdrawal of the engine or one of its components.

## **2.2. MOTORCYCLE TECHNICAL SPECIFICATIONS**

### **2.2.1. Homologated motorcycles**

The motorcycles homologated for the 2026 Official Ohvale Sport Activity are:

- Category GP-0 110 4Speed:
  - o OHVALE GP-0 110 4Speed (from 2016 on)
  - o OHVALE GP-0 110 EVO 4Speed (from 2022 on)
- Category GP-0 160 4Speed:
  - o OHVALE GP-0 160 4Speed (from 2016 on)
  - o OHVALE GP-0 160 EVO 4Speed (from 2022 on)
- Category GP-2 190 DAYTONA:
  - o OHVALE GP-2 190 DAYTONA (from 2021 on)

### **2.2.2. Sealing engines quota**

At any time during the event, each rider may have only one motorcycle (frame) verified and punched in his/her name. Punching consists of applying a sticker, or indelible paint to the motorcycle frame, generally near the steering head on the right side of the motorcycle at the discretion of the Scrutineers. The sticker will be applied at the conclusion of the Motorcycle Verification and indicates that the motorcycle has passed technical inspection and is deemed legal for use by the rider for that race.

Punching of a second motorcycle is granted in case of proven technical reasons (e.g., accident, frame breakage, etc.) and must be agreed with the FIM Technical Director/Chief Technical Steward.

During the whole season each regular rider is entitled to use, then have sealed, a maximum of 3 engines. Wild card riders are allowed to have a maximum of 2 engines sealed per event and no more than 3 during the season. An engine is considered used at the moment the motorcycle with that engine crosses the transponder signal reception point at the pit lane exit.

Where required by FIM, the engines must be presented for sealing already provided with the identification seal affixed by the Ohvale Technical Service.

Where requested by FIM, engines submitted for sealing in the Official Ohvale Sport Activity must have the screws already drilled to be tied as follows.

The Official Supplier's Technical Service seal and, where required, the FIM seal, shall be applied:

- OHVALE GP-0 110 4 Speed and 160 4 Speed: to the fixing screws of the timing cover.

- OHVALE GP-2 190 DAYTONA: on the left side connecting the cylinder head to a screw to the crankcase

Where required by FIM, engines must be sealed by the FIM Technical Director/Chief Technical Steward or their Staff, as indicated in the following articles.

Each rider has the obligation to seal at least one engine during the technical inspections of the first event to which it participates. Use on the track of an engine without seals or with damaged seals involves the immediate affixing of new seals and is equated with technical irregularity.

Sealing of additional engines can occur during, at the end of the current event or in subsequent events, according to the rider's needs, subject to agreement with the FIM Technical Director/Chief Technical Steward and the Official Supplier's Technical Service.

The engines are sealed in the rider's name, so the exchange of already sealed engines among riders is also prohibited within the same team.

Applying new seals to an engine with missing, removed or damaged seals is likened to sealing of a new engine. Except for the replacement of seals removed during the Technical Inspections, provided the engine to be submitted for substitution seals within the Technical Inspections of the events following the verification.

The use of each engine, therefore of the sealing, beyond the permissible amount is penalized with departure from last position in the grid, in the first race following the sealing request. In case more than one rider show up for sealing of an engine above the maximum allowed number, the starting order is the one with which the riders are showed up for the engine sealing (the last showing up will be in the last position, the last but one showing up before the last one, and so on).

### **2.2.3. Chassis / Frame**

#### **2.2.3.1. Frame**

The frame must be kept original.

Frames from different versions are allowed to be updated to the following version, paying attention to update also the other different parts in accordance to the version wanted to be used. See 2.2.1.

- GP-0 110 updated to GP-0 160
- GP-0 160 updated to GP-0 110
- GP-2 160 updated to GP-2 190, only

On OHVALE GP-0 110 4Speed and 160 4Speed is only permitted to fit the chassis anti-vibration plate produced in kit by the manufacturer for the model of motorcycle in use. The painting of the frame is free, but its polishing is forbidden. The use of shells to protect the swing arm or frame is forbidden.

#### **2.2.3.2. Seat post frame**

The seat post frame must be kept original. The painting of the seat post frame is free, but its polishing is forbidden.

#### **2.2.3.3. Front fairing frame**

The front fairing frame must be kept original. Painting of front fairing frame is free, but polishing is forbidden.

#### **2.2.3.4. Swing arm**

Except as authorized in the following articles, the swing arm, swing arm pivot and chain tensioner must be kept original.

All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing arm produced by the manufacturer of motorcycle.

On OHVALE GP-0 110 4 Speed and 160 4Speed it is allowed replace the original chain tensioner adjusters with the racing ones produced by the manufacturer for the model of motorcycle in use.

**For OHVALE GP-2 190 DAYTONA:**

**It is allowed to mount on all models the 2026 onwards swingarm pivot kit.**

#### **2.2.3.5. Steering plates**

The upper and lower fork bridges and the steering axle must remain as originally produced by the manufacturer on the homologated motorcycle, as well as the steering lock stops device.

The steering stem must remain in its original position.

It is allowed to fix a protector on the upper fork bridge, for the sole purpose of protecting the upper front forks. The design is free, but the final decision of the safety came from the FIM Technical Director / Chief Technical Steward.

**It is allowed replace the steering stem with the adjustable kit produced and homologated by the manufacturer for the model of motorcycle in use.**

#### **2.2.3.6. Handlebars and controls**

Except as authorized in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control, grips, brake and clutch levers and electric controls), and the handlebar terminal must be kept original. The grips can be secured using wire.

**It is allowed replace the handlebars with the kit produced and homologated by the manufacturer for the model of motorcycle in use.**

Handlebars and manual controls (clutch and brake levers) must stay original. **All clutch and brake levers produced and homologated by the manufacturer are allowed.** They can be repositioned, but a minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any accessories attached to it.

Is forbidden to use handlebars without mounted terminals.

It is forbidden to repair the handlebars by welding.

The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.

In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.

Throttle controls must be self-closing when not held by hand.

It is mandatory to use the brake lever guard device supplied in the specific kit for the model of motorcycle in use, which protects the front brake lever from any involuntary actuations resulting from the contact between two motorcycles.

#### **2.2.3.7. Footrest and Controls**

Except as authorized in the following articles, the footrests, and foot control must be kept original.

Footrests and foot controls can be re-positioned only using the setting originally provided by the manufacturer.

Gear shift pedal and his leverage can be replaced to use one of reverse type.

For OHVALE GP-2 190 DAYTONA it is allowed to replace the original gear shift rod with the optional part to be used with the quick shift system produced by the manufacturer for the model of motorcycle in use.

The rear brake lever peg may also be repositioned.

It is forbidden to repair the footrests by welding.

It is forbidden to enter in the track with footrests having the original terminal in plastic material plug in high damaged condition or without a mounted terminal.

It is forbidden to repair the footrest supports by welding.

#### **2.2.3.8. Start lever**

The starting lever of the original engine must remain mounted and running and be equipped with a system that prevents accidental opening (example: elastic).

### **2.2.4. Suspension**

#### **2.2.4.1. Front suspension**

Except as authorized in the following articles, the fork must be kept original in every component.

Position of the fork sleeve respect to the steering plates is free. **Under no circumstances may the top end fork sleeve (excluding the fork cap) be below the upper steering plate**

The settings of the hydraulic adjusters, the spring coefficient (K), the preload of the main springs and the amount and type of hydraulic oil are free.

A steering damper may be added with the specific kit provided by the official supplier. In any case the steering damper cannot act as a steering lock limiting device.

For OHVALE GP-0 110 4Speed:

- It is allowed to replace the original forks with the original "+5" forks on motorcycles produced from 2019 onwards
- It is possible to mount the fork spring pre-load system provided by the manufacturer for the motorcycle model in use.
- **It is possible to mount the front suspension equipped on Ohvale GP-0 160 MY25 motorcycles.**

For OHVALE GP-0 160 4Speed and OHVALE GP-0 160 EVO 4 Speed:

- It is allowed to replace the original forks with the original "+5" forks on motorcycles produced from 2019 onwards
- It is possible to mount the fork spring pre-load system provided by the manufacturer for the motorcycle model in use.
- The front forks from the different models homologated (see also 2.2.1) cannot be exchanged between them.

For OHVALE GP-0 160 EVO 4 Speed:

- It is allowed to replace the original forks with the "Ohracing" front fork originally mounted from model year 2025 **onwards**.

For OHVALE GP-2 190 DAYTONA:

- It is also allowed to use the fully adjustable front fork kit, as original produced and sold by the manufacturer.
- It is allowed to replace the original forks with the "Ohracing" front fork originally mounted from model year 2025 **onwards**.

#### **2.2.4.2. Rear suspension**

Except as authorized in the following articles, the rear suspension must be kept original in every component.

The adjusting system and attachments of the rear suspension to the frame and swing arm must be kept original.

The wheelbase of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the pre-load of the main spring of the shock absorber are free.

The plastic washers (4 units) cannot be removed or modified.

The mounting position of the rear shock has to be respected, so as sold originally by the Motorcycle Supplier, with the adjustment knob oriented to the top.

#### **2.2.5. Brake system**

Except as authorized in the following articles, the parts from different model years cannot be exchanged between them.

**For OHVALE GP-0 110 EVO 4Speed:**

**It is allowed to mount all available brake systems sold by the Manufacturer. See table 1.**

**For OHVALE GP-0 110 4Speed:**

**It is only allowed to mount the standard brake systems originally mounted. See table 1.**

|       | 110 EVO  |          |          |          |          | 110      |
|-------|----------|----------|----------|----------|----------|----------|
|       | OPTION A | OPTION B | OPTION C | OPTION D | OPTION E | OPTION A |
| Front | Formula  | J.Juan   | Brembo   | Brembo   | J.Juan   | Formula  |
| Rear  | Formula  | J.Juan   | J.Juan   | Formula  | Formula  | Formula  |

**Table 1. Permitted brake system combinations**

**For OHVALE GP-0 160 EVO 4Speed:**

**It is allowed to mount all available brake systems sold by the Manufacturer. See table 2.**

**For OHVALE GP-0 160 4Speed:**

**It is only allowed to mount the standard brake systems originally mounted. See table 2.**

|       | 160 EVO  |          |          |          |          | 160      |
|-------|----------|----------|----------|----------|----------|----------|
|       | OPTION A | OPTION B | OPTION C | OPTION D | OPTION E | OPTION A |
| Front | Formula  | J.Juan   | Brembo   | Brembo   | J.Juan   | Formula  |
| Rear  | Formula  | J.Juan   | J.Juan   | Formula  | Formula  | Formula  |

**Table 2. Permitted brake system combinations**

**For OHVALE GP-2 190 Daytona:**

**It is allowed to mount all available brake systems sold by the Manufacturer. See table 3.**

|       | GP-2 190 Daytona |          |          |          |
|-------|------------------|----------|----------|----------|
|       | OPTION A         | OPTION B | OPTION C | OPTION D |
| Front | J.Juan           | Brembo   | Brembo   | J.Juan   |
| Rear  | J.Juan           | J.Juan   | Formula  | Formula  |

**Table 3. Permitted brake system combinations**

#### **2.2.5.1. Brake discs**

The brake discs must remain as originally produced by the manufacturer for the motorcycle.

It is not allowed to add air ducts in order to improve the cooling of the braking system.

For OHVALE GP-0 110 4 Speed and OHVALE GP-0 160 4Speed:

It is allowed to replace the original front disc with the front disc (ø180mm fixed or ø190mm floating) sold and homologated as a kit by the Manufacturer.

For OHVALE GP-0 160 4Speed EVO:

It is allowed to replace the original front disc with the front disc (ø180mm fixed, 190 fixed or ø190mm floating) sold and homologated as a kit by the Manufacturer.

For OHVALE GP-2 190:

It is allowed to replace the original front disc with the front discs (ø230 floating **or ø240mm** floating) sold and homologated as a kit by the Manufacturer. **For the ø240mm version, 2 spacers (5 mm) are required.**

#### **2.2.5.2. Brake calipers**

Except as authorized in the following article, the front and rear brake calipers, as well as all their fixing points and all anchor pieces, must be kept original.

It is compulsory to fit original brake pads. It is possible to fit brake pads from the specific kit for the motorcycle model in use.

For OHVALE GP-0 160 4Speed (from 2023 on) & OHVALE GP-2 190:

It is allowed to add thermal plates between the brake pads and the caliper pistons only if it's part of the kit sold and homologated by the Manufacturer.

#### **2.2.5.3. Master cylinder**

Master cylinder (front and rear) and the related pipes must be kept original.

Installation of a protection of the brake pump positioned on the handlebar, is allowed to prevent oil leaks if they break after falling.

#### **2.2.6. Wheels**

Wheel rims, inner and outer spacers and their spindles must be kept original. All dimensions of the wheel rims should be as indicated below:

- For OHVALE GP-0 110 4 Speed and OHVALE 160 4Speed
  - Front Wheel 2,50" x 10"
  - Rear Wheel 3,00" x 10"
- For OHVALE GP-2 190 DAYTONA
  - Front Wheel 2,50" x 12"

- Rear Wheel            3,00" x 12"

## **2.2.7.        Tank and fuel system**

### **2.2.7.1.        Tank**

Plastic tank and tank cap must remain as originally produced by the motorcycle manufacturer.

Fuel tank must be filled with fire retardant material (i.e., fuel cell foam, "Explosafe").

Fuel tank can have heat reflective material attached to its surface.

### **2.2.7.2.        Fuel line**

The fuel circuit, understood as the set of ducts and devices between the tank and the carburettor, must remain as originally produced by the motorcycle manufacturer, except as authorized in the following articles.

Replacement of the fuel cock is not allowed.

The addition of fuel filters is not allowed.

Only the kit quick connectors for fuel pipes, sold and homologated by the Manufacturer, are allowed.

## **2.2.8.        Intake system**

### **2.2.8.1.        General**

Except as authorized in the following articles, the fuel system must be kept original.

### **2.2.8.2.        Carburettor**

The use of pumps or power-jet is forbidden.

The spring of the piston valve must be maintained as originally equipped.

The carburettor's breather pipes must be installed and work properly.

Is mandatory the use of the carburettor indicated in the following points:

- Category GP-0 110 4Speed                      DELL'ORTO PHBL 24

For the duration of the event, it is mandatory to use a carburettor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The next calibration elements can only be replaced with more fuel-rich calibration elements: Jet Needle positions and Starting Jet only. **Only original DELLORTO components are allowed.** The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as a technical irregularity.

During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.

|                             |                                         |
|-----------------------------|-----------------------------------------|
| BRAND / MODEL               | Dell'Orto PHBL 24                       |
| Float                       | 6,5 g                                   |
| Needle & Seat Assy          | 250                                     |
| Starting Jet                | 60                                      |
| Idle Jet                    | 40                                      |
| Needle Jet                  | 264 K                                   |
| Main Jet                    | 104 or 106                              |
| Jet Needle model / Position | D49 / 3 <sup>th</sup> seat from the top |
| Piston Valve                | 55                                      |

- Category GP-0 160 4Speed

DELL'ORTO PHBH 28 BD

For the duration of the event, it is mandatory to use a carburettor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The next calibration elements can only be replaced with more fuel-rich calibration elements: Jet Needle positions and Starting Jet only. **Only original DELLORTO components are allowed.** The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as a technical irregularity.

During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.

|                    |                     |
|--------------------|---------------------|
| BRAND / MODEL      | Dell'Orto PHBH28-BD |
| Float              | 6,5 g               |
| Needle & Seat Assy | 250                 |
| Starting Jet       | 55                  |
| Idle Jet           | 50 or 55            |
| Needle Jet         | 262 T               |
| Main Jet           | 120 or 122          |

|                             |                                         |
|-----------------------------|-----------------------------------------|
| Jet Needle model / Position | X71 / 4 <sup>th</sup> seat from the top |
| Piston Valve                | 50                                      |

- Category GP-2 190 DAYTONA                      DELL'ORTO PHBH 28 BD

For the duration of the event, it is mandatory to use a carburettor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The next calibration elements can only be replaced with more fuel-rich calibration elements: Jet Needle positions and Starting Jet only. **Only original DELLORTO components are allowed.** The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as a technical irregularity.

During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.

|                             |                                         |
|-----------------------------|-----------------------------------------|
| BRAND / MODEL               | Dell'Orto PHBH28-BD                     |
| Float                       | 6,5 g                                   |
| Needle & Seat Assy          | 250                                     |
| Starting Jet                | 55                                      |
| Idle Jet                    | <b>50 or 55</b>                         |
| Needle Jet                  | 262 T                                   |
| Main Jet                    | <b>122 or 125</b>                       |
| Jet Needle model / Position | X71 / 3 <sup>rd</sup> seat from the top |
| Piston Valve                | 50                                      |

#### 2.2.8.3. Intake duct

Except as authorized in the following articles, the intake duct must be kept original.

For OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed it is compulsory to replace the intake duct of GP-0 motorcycle models manufactured from My2016 onwards with the one originally mounted on motorcycles manufactured from My2022 onwards (EVO model).

#### 2.2.8.4. Air filter

The air filter is mandatory and must be as indicated in the points below.

Only the standard metal air filter supplied by the manufacturer may be used.

The use of air filter made from the spongy material is forbidden.

Use of systems to increase the pressure close to the air filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

The optional air filter cover, sold and homologated as a kit by the Manufacturer, is allowed.

## **2.2.9. Engine**

### **2.2.9.1. General**

Except as expressly permitted in the following articles, the engine must remain completely original.

The only engine allowed are those indicated in the points to follow:

- Category GP-0 110 4Speed:
  - ZONGSHEN W110-G OHVALE SET-UP
- Category GP-0 160 4Speed:
  - ZONGSHEN W150-G OHVALE SET-UP
- Category GP-2 190 DAYTONA:
  - DAYTONA ANIMA FDX 190 4Speed – OHVALE SET-UP
  - DAYTONA ANIMA FSM 190 4Speed – OHVALE SET-UP

Bore and Stroke must remain original.

It is compulsory to use the right-side engine cover that is part of the specific kit for the model of motorcycle in use supplied by the manufacturer.

**See also 2.2.2. Sealing engines quota**

### **2.2.9.2. Engine head**

Except as authorized in the articles to follow, any type of machining for the removal of material (including polishing) and application of material (including surface treatment) is prohibited.

Intake and Exhaust ducts must remain original.

#### **For OHVALE GP-2 190:**

It is allowed to mount the cylinder head breather, using only the original kit supplied by the Manufacturer.

Valves, valve seats, valve guides, oil seals must be the original. Only normal maintenance provided by the service manual is allowed.

The springs, half-cones and valve spring retainers must remain original. Valve spring shims are not allowed.

It is not allowed to rectify the head plane to restore the surfaces. Only a light cleaning work is allowed, as long as the values described below on volume of the combustion chamber and squish are respected.

The volume of the combustion chamber and the height of the squish must comply with the values indicated in the following table:

| Category                | Volume (cc)  | Squish* (mm) |
|-------------------------|--------------|--------------|
| OHVALE GP-0 110 4 Speed | 10.0 +/- 0.4 | > 1.00       |
| OHVALE GP-0 160 4 Speed | 13.5 +/- 0.4 | > 0.60       |
| OHVALE GP-2 190 DAYTONA | 14.8 +/- 0.4 | > 1.25       |

\*No tolerance is admitted on the minimum height of the squish.

Spark plug is free. None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.

The only heat range admitted are those equivalent to:

- OHVALE GP-0 110 4 Speed and OHVALE GP-0 160 4 Speed :7 and 8 in NGK tables
- OHVALE GP-2 190 DAYTONA: 9 and 10 in NGK tables

### **2.2.9.3. Valves timing diagram**

Any modification of the camshaft is forbidden.

Timing driven sprocket and his fixing screws, must be kept original. Modification or increase of the diameter of the fixing holes are forbidden.

Chain timing and his timing chain tensioner must be kept original.

For OHVALE GP-2 190 DAYTONA is permitted to use DID chain timing

### **2.2.9.4. Cylinder**

Cylinder must be kept original.

Any surface treatment of the inner wall of the cylinder, is forbidden.

Only the original head and base gaskets, as provided by the manufacturer are allowed.

### **2.2.9.5. Piston**

Any modification to the piston, including polishing and lightening, is forbidden.

Any modification to ring set, pins and their holders is forbidden.

### **2.2.9.6. Connecting rod**

Any modification to the rod, including lightening and polishing, is forbidden.

#### **2.2.9.7. Crankshaft**

Engine crankshaft must remain original, any modification included lightening, balancing and polishing is forbidden.

#### **2.2.9.8. Crank case**

The engine crankcase and engine crankcase covers must remain original, even with regard to colour and surface finishing. It is only allowed making holes less than Ø12 on the flywheel cover to help the cooling of the internal organs.

It is forbidden to repair the crank cases and engine covers by applying material.

#### **2.2.9.9. Fly wheel**

Any modification of the fly wheel is forbidden.

For OHVALE GP-0 160 & GP-0 EVO 160:

It is allowed to replace the original fly wheel with the part originally fitted on the GP-2 190 or GP-0 EVO 160 model 2024.

### **2.2.10. Transmission**

#### **2.2.10.1. Primary transmission**

The gears of the primary drive (on the crankshaft and on the clutch) must be kept original.

#### **2.2.10.2. Clutch**

Except as authorised in the following articles, the clutch, including the springs, driven discs and clutch control must be kept original.

For OHVALE GP-2 190 DAYTONA the use of OHVALE slipper clutch kit included in the specific kit for the model of motorcycle in use is allowed.

#### **2.2.10.3. Gearbox**

Any change to the gearbox, understood as the assembly consisting of the gear selection system and drive forks, primary and secondary shafts and their gears transmission is forbidden.

Any kind of treatment on the surface for reducing friction (including polishing and superfinishing), is forbidden.

For OHVALE GP-2 190 DAYTONA it is allowed to use the quick shift system produced by the manufacturer for the model of motorcycle in use, only when the rider is using the reverse shift lever.

#### **2.2.10.4. Final transmission**

For the final transmission (pinion, chain and rear wheel sprocket) the use of components distributed by Ohvale is mandatory.

## **2.2.11. Cooling and lubrication system**

### **2.2.11.1. Oil cooler**

The oil cooler must remain original.

### **2.2.11.2. Oil Circuit**

Any modification to the oil pump is forbidden.

The oil pipes that connect the engine to the oil cooler must be kept original. The engine breather pipes must be put into a tank with a minimum volume of 250cc.

The oil inlet and discharge plugs, the delivery and return pipes to the oil cooler, the cam head oil pipe and the oil filter cover screws must be perfectly sealed and secured with a binding wire to prevent accidental opening.

## **2.2.12. Electrical system**

### **2.2.12.1. Wiring and electric controls**

The main wiring must be kept original.

It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

### **2.2.12.2. Engine ignition and control**

Except as authorized in the following articles, the engine ignition and control system (rotor, stator, CDI and coil) must be kept original.

The CDI must be the last homologated version distributed by the manufacturer. All the motorcycles must be equipped with the same CDI version.

At any time of the event, the FIM Technical Director/Chief Technical Steward has the right to request the replacement of any components of the engine ignition and control system mounted on the motorcycle. The refusal to proceed with the replacement is equated with a technical irregularity.

### **2.2.12.3. Engine control sensors**

The use of electronic shift assistance systems (quick-shifter) is:

- On OHVALE GP-0 110 4Speed is forbidden
- On OHVALE GP-0 160 4Speed is forbidden
- On OHVALE GP-2 DAYTONA is allowed by using only the specific kit for the model of motorcycle in use.

No additional controllers or sensors other than those originally fitted to the engine may be added in order to implement engine control strategies. Original engine mounted sensors must be retained.

### **2.2.12.4. Additional Equipment**

With the exception of what is authorized in the following articles, any electrical or electronic components (sensor, CDI, display) that are additional or not originally mounted on the motorcycle, are forbidden.

Use of electronic equipment with IR (infrared) technology, GPS or radio timing recording for on-board lap timing / data recording purposes is allowed. Telemetry is not allowed (remote signal to or from the motorcycle).

It is allowed to mount one or more systems (dashboards, displays, etc.) to display **only** the parameters indicated in the points below:

- RPM
- Oil temperature
- Lap Time
- Engine Hours

Integrated dashboards with electronic tracing function, geolocation and data acquisition, is allowed. The data acquisition must be just limited to the channels listed below:

- RPM
- Oil temperature
- Lap Time
- Engine Hours
- Position and speed (by GPS signal).

All motorcycles must mount the rear safety light included in the specific kit for the model of motorcycle in use. The riders must ensure that the light is switched on whenever Race Director declare wet race or practice.

The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity. The FIM Technical Director / Chief Technical Steward has the final decision.

## **2.2.13. Fairing/Bodywork**

### **2.2.13.1. General**

Except as authorized in the following articles, the fairing, the saddle, the front and rear mudguard and all the superstructures that make up the motorcycle body, must be kept original.

Colour and graphics are free.

The use of carbon fibre components is forbidden.

**The only aerodynamic appendices allowed are those sold as original by the Official Manufacturer as a kit, and homologated. Any other appendix, with aerodynamic effect, or not, are forbidden.**

### **2.2.13.2. Fairings**

Except as authorized in the following articles, the fairing must be kept original.

On OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed it is allowed to modify the fairing as indicated in the following points:

- a) Replace the original front fairing and / or fairing with those originally fitted on motorcycles produced from 2018 on (GP-0 or GP0 EVO)

b) Replace the original tail/tank cover with the one originally fitted to GP-0 EVO motorcycles.

The windshield must remain original. The windshield can be coloured and not transparent in order to accommodate the table and the front race number.

The size and shape of the oil cooler holes for all GP-0 models built up to 2017 are free. It is also permitted, as well as recommended to mount protective grilles or wire mesh to protect the oil cooler.

The original fairing brackets can be replaced with quick-release attachments.

The lower fairing must have a perfect seal in order to contain lubricant leaks in the event of engine failure.

The lower fairing must incorporate two holes of 14 mm in the bottom of the front and rear lower area. These holes must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.

#### **2.2.13.3. Mudguards**

The distance between the front mudguard and the tyre may be increased.

The front and rear mudguard must be kept original.

On OHVALE GP-0 110 4 Speed and OHVALE GP-0 160 4 Speed it is permissible to replace the original front fender with the original one fitted on motorcycles produced from 2018.

#### **2.2.13.4. Seat**

Saddle seat can be changed.

#### **2.2.14. Exhaust system**

Except as authorized in the article to follow, in all categories the exhaust system must be kept original.

The use of the silencer with the dB killer fitting is highly recommended. In countries where national regulations foresee a noise limit lower than the one allowed in this regulation; it is compulsory to use the silencer with the dB killer fitting. In this case, the use of the original dB killer is compulsory on all motorcycles.

On OHVALE GP-0 110 4 Speed and OHVALE GP-0 160 4 Speed it is compulsory to update the silencer manufactured between 2016 and 2019 with the silencer originally fitted to motorcycles manufactured from 2020 onwards that are prepared for the fitting of the DB Killer.

#### **2.2.15. Screw, bolts and fixing elements**

##### **2.2.15.1. General**

Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength class equal to or higher than the original. Fairing fixing elements may be replaced by fast fixing ones.

The use of titanium or aluminium bolts and titanium or carbon fibre and / or kevlar fasteners, if not originally on the motorcycle or part of the specific kit for the model of motorcycle in use is forbidden.

### **2.2.15.2. Engine bolts**

The original engine bolts can be replaced with another one of equal size and with a strength class equal to or greater than the original.

Where required it is permissible to drill holes for the passage of the binding threads, but any modification tending to a lightening is forbidden.

Resetting the threads with the use of helicoil is allowed.

### **2.3. WEIGHT**

The weight of the motorcycle in running order shall not be less than the value shown below:

- Category GP-0 110 4Speed:
  - OHVALE GP-0 110 4Speed MY16 on 64.0 Kg
  - OHVALE GP-0 110 EVO 4Speed MY22 on 65.0 Kg
- Category GP-0 160 4Speed:
  - OHVALE GP-0 160 4Speed MY16 on 66.0 Kg
  - OHVALE GP-0 160 EVO 4Speed MY22 on 67.5 Kg
- Category GP-2 190 DAYTONA:
  - OHVALE GP-2 190 DAYTONA 73.0 Kg

### **2.4. TYRES, FUEL & LUBRICANTS**

#### **2.4.1. Tyres**

- (1) The only tyres admitted to the Official Ohvale Sport Activity are those indicated here below:

- OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed
  - Front tyre: Pirelli Slick Diablo NHSTL SC1 DSBK 100/80 x 10
  - Rear tyre: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 10
- OHVALE GP-2 190 DAYTONA
  - Front tyre: Pirelli Slick Diablo NHSTL SC1 DSBK 100/90 x 12
  - Rear tyre: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 12

Each National/Regional/Continental Series must have a sole tyre supplier, and all riders must be racing with the same tyres at all times.

- (2) In the event that the qualifying practices or the race, are declared "wet" it is allowed the use of rain tires in the measures indicated below:

- OHVALE GP-0 110 4Speed and OHVALE GP-0 160 4Speed

Front tyre: Pirelli Diablo Rain NHSTL SCR1 DB Rain 100/80 x 10

Rear tyre: Pirelli Diablo Rain NHSTL SCR1 DB Rain 120/80 x 10

- OHVALE GP-2 190 DAYTONA

Front tyre: Pirelli Diablo Rain NHSTL SCR1 DB Rain 100/90 x 12

Rear tyre: Pirelli Diablo Rain NHSTL SCR1 DB Rain 120/80 x 12

- (3) Only the tyres supplied on track by the official tyre service are permitted. No external tyres, even if they comply with point (1) or (2), are allowed without the permission of the official tyre service.
- (4) From the beginning of the qualifying practice on, it is permitted to use up to a maximum of:

- 2 set of tyres (2 front and 2 rear) for events with a maximum of 2 races

Contingent tyres are recognizable and counted by affixing a punching during technical inspection.

The tyres should be brought to the parc fermé for punching possibly already mounted on the rims. It is forbidden to exchange tyres already punched between riders. Rain tyres are excluded from the counting, so there is no punching for these.

- (5) The rider or the rider's representative is responsible for checking the presence and conformity of the tyre codes/stickers when punching the tyres and before each entry into the track. Failure to check tyres at the time of punching will not be accepted as valid justification for the use of tyres without punching or with non-compliant punching. The ultimate responsibility for the collection and handling of tyres lies with the rider.
- (6) The tyre conformity check is normally carried out at the track entrance. Failure to stop the motorcycle for the time necessary for the check at the track entrance is considered as non-compliance with the riders' obligations. The technical scrutineers have the faculty to carry out additional controls, in the pits, in the pit lane and in the parc fermé.
- (7) If one or both marks are missing, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. Any tyre controlled unpunched will be sanctioned with a fine. In the event of repeated infraction or more serious cases, an additional penalty may be imposed (such as starting from pit lane on the first race following the infringement, in which the rider takes part).

- (8) In case of exchange of tyres already allocated to riders, even if belonging to the same team, or in any case of use of tyres with different technical specifications from those associated with the rider for the event, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. Any tyre exchange will be sanctioned with a fine and additionally equated to a technical irregularity.
- (9) At the end of the session (practice or race), the rider must present to the FIM Technical Director/Chief Technical Steward a number of new tyres registered in his name equal to the number of tyres that have been marked as irregular, in order for them to be removed from the list of tyres associated with him. The rider will be allowed to continue the event with the tyre(s) marked by the scrutineer (provided that the make, model, size and compound are those indicated by the Exclusive Supplier). Failure to deliver new tyres will be considered as a technical irregularity, in repeated cases or those considered more serious, at the sole discretion of the FIM Technical Director, the additional penalty of starting from the last grid place in the first race following the infringement in which the rider takes part may be applied. In the event of an exclusion from the event, this article will not be applied.
- (10) In case of tampering with one or both punches, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. This infraction will be sanctioned with a fine and in addition will result in exclusion from the event.
- (11) In the event that a tyre already associated with a rider has defects that compromise its safe use, the official tyre service may request the FIM Technical Director to replace the tyre. The final decision on tyre replacement rests with the FIM Technical Director. Any replacement tyre must have the same characteristics (make, model, compound and size) as the tyre it replaces.
- (12) The punching is placed on the right shoulder of the tyre, it is the responsibility of the rider or their agent on their behalf, to make sure the presence and the conformity of punching before getting on the track.
- (13) It is specified that when mounting the tyre on the wheel rim it is mandatory to respect the direction of travel indicated by the manufacturer.
- (14) The use of tyre warmers is also allowed on the starting grid. Every type of electrical feeding is forbidden.

#### **2.4.2. Fuel**

Fuel shall be liquid at ambient pressure and temperature and shall be used as such.

The only fuel allowed is the lead-free one.

If the fuel is not purchased from a public station, the fuel used for competition is considered as race fuel and must be in accordance with the FIM Fuels Regulations. Please refer to Appendix FIM Fuels Regulations.

At no time must other fuel than those allowed by the official supplier (if any) or additive on fuel be found in the motorcycle parts.

### **2.4.3. Lubricant**

At no time must other lubricant than from the official supplier (if any) be found in the motorcycle parts.

At no time must other oil than those allowed by the official supplier (if any) or additive on oil be found in the motorcycle parts.

## **2.5. NUMBER PLATE AND RACE NUMBERS**

- 2.5.1.** The background colours of the tables and race numbers must be those indicated in the following points:

| <b>Category</b>  | <b>Background</b> | <b>Number / Figure</b> |
|------------------|-------------------|------------------------|
| GP-0 110 4Speed  | Black             | Yellow                 |
| GP-0 160 4Speed  | Black             | Red                    |
| GP-2 190 DAYTONA | Black             | White                  |

- 2.5.2.** Front and side race numbers must have a minimum height of 80 mm.

- 2.5.3.** In case of dispute concerning the legibility of numbers, the decision of the FIM Technical Director / Chief Technical Steward will be the final

## **2.6. SOUND LEVEL**

In all categories, the maximum permissible sound level is (when the dB killer is fitted):

- OHVALE GP-0 110 4Speed: 95 +2 dB/A at an engine revolution of 5500 rpm.
- OHVALE GP-0 160 4Speed: 95 +2 dB/A at an engine revolution of 5500 rpm.
- OHVALE GP-2 190 DAYTONA: 97 +2 dB/A at an engine revolution of 5500 rpm.