

SACU BMW F900 2026 Regs

To run with Open Lightweight Class

Issued November 2025

1 Machine Specification

ANYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN. NO MODIFICATIONS ARE PERMITTED OTHER THAN THOSE LISTED.

The rules are intended to limit changes to the homologated production motorcycle in the interests of safety, power limitation, and to minimise racing costs.

1.1 All items not mentioned in the following articles must remain as originally produced/supplied by BMW for the machine

1.2 Machine Eligibility

The only motorcycle eligible is the BMW F900R model

1.3 Displacement Capacity

The displacement capacity must remain as originally produced for the F900R: 895cc. Modifying the bore and stroke is not allowed. Power - F900R machines must not be making more than **105 BHP** DIN at the rear wheel when measured on a corrected dynamometer.

1.4 Machines will be subject to regular and random dynamometer and ECU checks at any time while at a Championship event.

Minimum Weight - At any time during a Championship event, the weight of the F900R (including the tank and its contents) must not be less than the minimum weight of **193 kg**.

The manufacturer declared wet weight is 211 kg for the F900R.

1.5 Noise Limit As per SACU Standing Regulations

1.6

1.6.1 Engine Fuel Injection System All Components must be the standard unmodified BMW items as homologated for the production machine. No modification of fuel pumps or pressure regulator is allowed. Engine tick-over cannot be adjusted from standard setting.

1.6.2 Cylinder Head No modifications are allowed. The cylinder head gasket must be the standard item. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorised.

1.6.3 Camshaft No modifications are allowed. The timing of the camshaft must be as per the standard machine. **2.6.4 Cam Sprockets or Gears** No modifications are allowed.

1.6.5 Cylinders No modifications are allowed.

1.6.6 Pistons No modifications are allowed, including polishing and lightening.

1.6.7 Piston Rings No modifications are allowed.

1.6.8 Piston Pins and Clips No modifications are allowed.

1.6.9 Connecting Rods Con-rods on the F900R must remain standard.

1.6.10 Crankshaft No modifications are allowed, including polishing and lightening. The flywheel must remain as originally produced by the manufacturer on the homologated machine.

1.6.11 Crankcase and all other Engine Cases (i.e. ignition case, clutch case, etc.) No modifications to the crankcases are allowed, including painting, polishing and lightening. Lateral (side) covers must be standard.

1.6.12 Engine Case Secondary Covers All lateral covers/engine cases containing oil must be protected by a second cover. No damaged cases will be permitted unless approved by the Technical Director/Chief Technical Officer.

1.7 Transmission and Gearbox Modifications to gearbox or selector mechanism are not allowed. The engine sprocket must remain as standard, but the rear sprocket make and amount of teeth is free.

1.8 Clutch The original clutch assembly may not be modified. The friction and drive discs are open.

1.9 Oil Pumps and Oil Lines No pump modifications are allowed. Oil lines may be modified or replaced.

1.10 Radiator, Cooling System and Oil Coolers Protective meshes may be added in front of the water radiator. The radiator tubes to and from the engine may be replaced, the system must be maintained with its original tanks. Radiator fan and wiring may not be disconnected or removed. Thermal switches, water temperature sensor and thermostat must be retained as standard inside the cooling system. Radiator cap must remain as standard. The only liquid engine coolants permitted other than lubricating oil shall be water. This is to avoid the use of oil-based substances which can be dangerous if spilt onto the circuit.

1.11 Air Box The air box must remain as originally produced by the manufacturer on the homologated machine but the air box drains must be sealed. The air filter element must be the BMW standard fitment item only and may not be modified. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the air box.

1.12 Fuel Supply Fuel lines from the fuel tank to the delivery pipe assembly may be replaced and the fuel tank connector can also be replaced from plastic to metal. Quick connectors or dry-break quick connectors may be used. Fuel pressure regulator may not be modified or changed. Fuel vent lines may be replaced. Fuel filters may be added.

1.13 Exhaust System The exhaust system may be changed. Catalytic converters may be removed

For safety reasons, the exposed edges of the exhaust's pipes outlet must be rounded to avoid any sharp edges. No additional internal parts may be added to the exhaust system. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing/Oil containment tray for protection from heat.

1.14 Electrics and Electronics

1.14.1 Engine Control Unit (ECU) The engine control unit (ECU) must be the BMW Standard Production ECU, as supplied on the homologated motorcycles.

All bikes may be fitted with a Quickshifter/ Blipper.

No aftermarket external fuelling devices are allowed of any kind.

No non-standard devices are allowed that can perform any other electronic management function including traction control, throttle response control, real-time fueling control (such as with an Auto Tune module), and/or the management and switching between multiple ECU software maps and/or fuel mixture maps while the machine is in motion during a Championship event is specifically prohibited.

The ECU may not be relocated and competitors are advised to ensure there is easy access to the ECU for control checks to take place with the minimum of delay. Spark plugs may be replaced.

Ignition coils may not be relocated.

1.14.2 Generator, Alternator, and Electric Starter Generator, alternator, and their assembly must remain as originally produced by the manufacturer on the homologated machine and operate normally. No modifications are allowed. The electric starter must operate normally and always be able to start the engine during the event.

1.14.3

1.14.4 Wiring Loom Modification or replacement of the wiring loom is not allowed, and unused wiring loom elements supplying current to direction indicators, horn, lights, etc may be unplugged and/or disconnected and removed.

Cutting of the wiring loom is not allowed.

Key/Ignition Lock must not be relocated.

1.14.5 Battery The battery may be replaced. If replaced, its nominal capacity must be equal to or higher than the homologated type. **The use of a Lithium battery is prohibited.**

1.15 Rolling Chassis, Frame, and Body

1.15.1 Frame Body and Rear Sub-frame The frame body must remain as originally produced by the manufacturer for the homologated machine.

The sides of the frame may be covered by a protective part made of a composite material. These protectors must fit the form of the frame. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).

Nothing may be added by welding or removed by machining from the frame. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

All structural fasteners and fittings must remain as standard, this includes (but is not limited to) engine mounting bolts, spindles, pivot bolts, brake caliper bolts and their respective nuts and washers unless. Fasteners may be drilled for the purpose of the application of safety lockwire, but intentional weight saving modifications are not allowed.

Front sub-frame may not be changed or modified to that originally produced by the manufacturer for the homologated machine. Rear sub frame must remain as originally produced by the manufacturer for the homologated machine. Additional seat brackets may be added to the rear sub-frame, but none may be removed.

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

Non-stressed protruding brackets may be removed from the rear sub- frame.

1.15.2 Front Forks

The front fork structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.

Standard original internal parts of the front forks may be replaced, as specified below: After-market cartridge damper kits manufactured by K-Tech of the control specification may be installed in the front forks.

Front Suspension unit springs may be changed. Minimum 0.8 - Maximum 1.1

Dust seals must be the original BMW items or the control K-Tech replacements.

Any quality and quantity of oil may be used in the front forks.

The height and position of the front fork in relation to the fork crowns is free. The upper and lower front fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine including all bolts and hardware.

No aftermarket or prototype electronically controlled suspension parts may be used.

1.15.3 Steering Damper Replacement Steering Damper may be fitted and the specified attachments to the frame and steering assembly must be used.

The steering damper cannot act as a steering lock limiting device.

1.15.4 Rear Fork

Every part of the rear fork (swing arm) must remain as originally produced by the manufacturer for the homologated machine, including rear fork pivot bolt.

Rear axle adjusters must be the standard BMW items.

The Rear Swing arm may not have a composite protection guard fitted.

Rear wheel stand/paddock stand support brackets require a modification to the swingarm which may be performed.

The hardware for the rear stand adaptors may be fitted.

1.15.5 Chain Guard It is compulsory to fit a 'shark fin' chain guard made from rigid plastic, metal, or carbon fibre material, fitted and located in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

1.15.6 Rear Suspension Unit Replacement rear suspension unit (shock absorber) manufactured by K-Tech to the control specification may be fitted and the original attachments to the frame and rear fork must be used.

Rear suspension unit spring may be changed.

Rear shock springs range Min 150 – Max 190.

No aftermarket or prototype electronically controlled suspension unit may be used.

1.15.7 Rear Ride Height Adjuster Rear Pre-load adjuster may be used supplied by Fortis Racing Part No: 270-955-002.

1.15.8 Wheels

Wheels must remain as originally produced by the manufacturer for the homologated machine.

No replacement lighter wheels may be fitted

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

No modifications of the wheel axles or any fixing and mounting points for front brake caliper are authorised. Spacers may be modified or replaced with captive items.

Modifications to the wheels to keep spacers in place are permitted.

Wheel balance weights may be discarded, changed or added to.

Any inner tube (if fitted) or inflation valves may be used.

1.15.9 Brakes

The following brake system components must be the standard BMW/Brembo items:

- Brake Calipers and mounting hardware
- Master Cylinders
- Fluid reservoirs

Front and rear hydraulic brake lines may be changed.

The ABS must be disabled, the pump must remain in place and be fitted with the blanking plugs supplied with the brake line kit.

The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

Dry-break connectors in the brake lines are not permitted.

Front and rear brake pads may be changed.

Brake pad locking pins may be modified for quick-change type.

Additional air scoops or ducts are not allowed.

Fortis Lever Part No: LBMWD.R.02

Fortis Remote Adjuster Part No: RA.GP.N 2.15.10

Handle Bars and Hand Controls Handle bars may be replaced only with BMW option items.

Handle bars and hand controls may be adjusted to suit rider but handlebars may not be inverted.

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

Throttle assembly and associated cables may not be modified or replaced.

Clutch and brake lever may be the standard BMW items.

A front brake lever protector must be fitted.

Bar-mounted switches must be the BMW standard fitment items and may not be modified or removed.

No additional switched controls are permitted apart from the control item for the rain light (see section **1.22**).

Electric starter switch and engine stop switch must be located on the handle bars.

1.15.11 Foot Rest and Foot Controls

Foot rest and foot controls may be replaced and brackets must be mounted to the frame at the original mounting points.

The original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original.

Foot controls linkage may be replaced.

The original mounting points must remain.

The OEM mounting plates which connect to engine and swinging arm for the footrests may be replaced.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8 mm solid spherical radius.

Rigid footrests must have an end (plug) which is permanently fixed, made of aluminum, plastic, Teflon® or an equivalent type material, with a minimum radius 8 mm.

1.15.12 Fuel Tank

Fuel tank filler caps must be the standard BMW fitment.

Fuel tanks may be completely filled with a fire retardant, open-celled mesh material (i.e. Explosafe).

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.

Fuel tank valve may be changed from plastic to metal.

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

1.15.13 Fairing and Body work

a) Fairing and body work may be replaced and be exact cosmetic duplicates of the original parts, with slight differences due the racing use (different pieces mix, attachment points, fairing bottom, etc). The use of carbon fibre or carbon composite materials is not allowed.

All replacement panels must be painted and of presentable appearance.

b) Overall size and dimensions must be the same as the original part.

c) BMW Option windscreen may be fitted but must not obscure the front number. Only the approved BMW option parts may be used.

d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in **(g)**. This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.

e) The original combination instrument/fairing brackets may be replaced.

f) The instrument panel (Standard fitment BMW TFT Dash) must be mounted within the control protective case manufactured by R&G.

g) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres) the control oil containment belly pan must be fitted.

h) Front mudguards may be replaced and may be spaced upward for increased tyre clearance.

i) Rear mudguard fixed on the swing arm (if fitted) must be the standard BMW fitment item. It is permitted to modify the standard rear mudguard or remove it to provide improved tyre clearance.

1.15.14 Number Plate Colours

The background colours and figures (numbers) for the series are red background with white numbers.

The sizes for all the front numbers are:

As Per SACU Standing Regulations

All numbers must be in a clear and legible font and a solid colour without additional ornamentation or decorative borders.

1.15.16 Seat

The appearance from both front rear and profile must conform to the homologated shape.

Seat and seat base may be replaced with BMW option parts BMW 'High Seat' or BMW 'Low Seat' , otherwise the standard fitment BMW seat must be used.

The rear bodywork around the seat may be modified to a solo seat.

The homologated seat locking system (with plates, pins, rubber pads etc.) may be replaced.

1.15.17 Fasteners

Standard fairing/bodywork fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.

The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weight saving modifications are not allowed.

Fairing/bodywork fasteners may be changed to the quick disconnect type.

Aluminum fasteners may only be used in non-structural locations.

1.16 Fuel, Oil, and Coolants

1.16.1 Fuel

Only pump fuel available at roadside may be used.

1.16.3 Oil and Lubricants

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

1.16.4 Tyres

Any tyres including slick or wet tyres may be used.

The following items MAY be altered or replaced

Instrument bracket(s) and associated cables may be replaced.

Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites. All BMW F900R Crash Protection, engine covers, frame, crash bobbins, chain, footrests.

Emission control items in or around the air box, exhaust, and engine (O2 sensors, air injection devices).

Chain guard.

Bolt on accessories on a rear sub frame.

1.20 The Following Items MUST BE Removed

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing).
Openings must be covered by suitable materials.

Rear-view mirrors.

Horn.

License plate bracket.

Toolkit.

Helmet hooks and luggage carrier hooks

Passenger foot rests.

Safety bars, centre and side stands must be removed (fixed brackets must remain).

1.21 The Following Items MUST BE Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

All drain plugs must be wired.

External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.

1.22 Rain Light

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control.

The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared "wet" by Race Control.

Lights must comply with the following:

a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.

b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.

c) power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).

d) the switch must be accessible.