

600cc Micro Sprint Universal Engine Rules

1. **Terms and conditions**
 - Stock parts - original manufacturer parts for the particular year and make engine. No mixing of parts from different year and make engines, even if made by the same manufacturer.
2. **Overall Engine**
 - Must be a Production Motorcycle Engine, 4 cylinder, 4 stroke
 - No current year engines
 - No Titanium anywhere in or on the engine, unless it comes stock form manufacturer of engine on production bike
 - Must have engine, clutch, and transmission all in one unit
 - Must be Chain Drive
3. **Bore and stroke**
 - 600cc Maximum For engine model that was new in 2006 and up. Other engine are 637cc maximum. Engine model is defined as a manufacturer redesign of overall engine. See list at end of rules.
 - Standard Stroke only (no strokers)
4. **Head and cams**
 - NO PORTING, Blending the Bowls, or Blending the Valve Seats (exhaust or intake) Valve jobs are acceptable.
 - Cams do not need to be stock, but the lift must be no greater than stock. (duration is open)
 - Cam timing may be adjustable
 - May use any valves, but they may be no larger than stock valves.
 - Head may be resurfaced
 - Any head gasket may be used
5. **Pistons**
 - Any Piston may be used, must be within cc limit specified under bore and stroke
6. **Bottom End**
 - No machining to remove weight from the crank (no after-market cranks)
 - Stock connecting rods must be used (no after-market rods)
 - Aftermarket rod bolts may be used
7. **Clutch/Transmission**
 - The clutch does not need to remain stock, but must remain operable
 - Transmission gears must be stock, no close-ratio gears or nonstandard gear-ratios
 - All gears must remain in transmission, no removing any gears.

8. **Ignition**

- Stock Rev Limiter must remain intact. No hot ECU boxes, no modified ECU boxes. Factory race boxes are ok, but must have the rev limit set to the street bike stock rev limit. If a computer is hooked up to check the ECU it must be set to factory stock specifications, no tolerance. See list at end of rules for RPM limits.
- All cars must have a connector for the track to check engine rpm rev limit. These are available from the chassis manufactures and engine builders, and at the track. All cars must leave intact the rpm wire coming from the ECU.
- Stock appearing ignition must be used (no after-market ignition systems, factory race ignitions are ok) may use different year ignitions from same manufacturer as long as stock rev limit of engine (not ignition) is retained.
- No aftermarket coils
- Engines that came with stock fuel injection may use an after-market add ons (example: Power Commander, Dim Sport) to adjust the fuel curve and/or timing (essentially the same as adjusting jetting and using an ignition advancer).
- Ignition advancers may be used

9. **Induction system**

- No mechanically forced induction (turbo charging, supercharging)
- Any carburetors may be used on any engine, regardless of year.
- If the engine did not come from the factory with fuel injection, fuel injection may not be used
- If the engine came with a factory fuel injection, the fuel injection may be used and may be converted for use with alcohol. The stock fuel injection throttle bodies must remain, but may be modified for use with alcohol

10. **Exhaust**

- Any exhaust may be used, as long as there is a muffler included with the system that will keep noise levels within individual track limits.

11. **Charging system**

- The original factory charging system may not be removed, and must remain in complete working order

12. **Self Starting**

- The engine must self-start at the beginning of the event. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty

13. **Fuel**

- Alcohol or gasoline may be used (if gasoline is used, a fuel tank bladder must be installed for safety purposes)
- Fuel Bladders will be mandatory in all cars starting in the 2009 racing season

14. **Minimum weight**

- Minimum weight at all times is 775 pounds, car and driver. If weight is added it must be firmly bolted in place.

Engine	Model	Year	Rev Limit	Tach Wire Color
Kawasaki	ZX-6R	03-04	14,400	Light/Blue
Kawasaki	ZX-6R	05-06	14,800	Light/Blue
**Kawasaki	ZX-6R	07	15,000	Light/Blue
Yamaha	R6	03-05	15,500	Yellow/Black
Yamaha	R6S	06-07	15,500	Yellow/Black
**Yamaha	R6	06-07	16,000	Yellow/Black
Suzuki	GSXR	04-05	14,600	Yellow/Blue
**Suzuki	GSXR	06-07	15,000	Yellow/Blue
Honda	CBR RR	05-06	15,000	Yellow/Green
**Honda	CBR RR	07	15,500	Yellow/Green

same as 03-05 R6

**= Must be 600cc maximum displacement