

**ALPE ADRIA MOTORCYCLE UNION
TECHNICAL REGULATIONS
KAWASAKI ZR4RR INTERNATIONAL
CHAMPIONSHIP**

SEASON 2026 – VERSION FEB 17 2026

Kawasaki

Let the good times roll



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AACR 9 KAWASAKI ZR4RR INTERNATIONAL CHAMPIONSHIP

AACR 9.0 GENERAL

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations.

The appearance from the front, rear and the profile of Kawasaki ZX4RR International Championship motorcycles must (except when otherwise stated) conform to the OEM shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

AACR 9.1 Amendments

Alpe Adria Road Racing Commission, the Championship Promotors Minden Moto Kft and Kawasaki withhold the right to amend the technical regulations at any time.

- a. The validity of any amendments or changes for the Championship rules, will be communicated to all competitors with Technical Bulletins or via email or app and published online on the Alpe Adria web site and Minden Moto web site.

AACR 9.1.1 Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the OEM motorcycle.

AACR 9.1.2 Performance Limit

AAIMC Kawasaki ZX4RR International Championship Performance Limits will be analysed throughout the season.

AACR 9.2 Weight

Minimum weight

- a. The minimum weight is:
Motorcycle Weight
Hard Minimum Kawasaki ZX-4RR 145 kg
Soft Maximum 155 kg
Combined Minimum Motorcycle and Rider Weight* 220 kg
- b. *Combined weight is the weight of the rider (in full racing equipment) and motorcycle, as used on track.
- c. If the bike has achieved or exceeded the 'Soft Maximum Weight' then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the 'Hard Minimum Weight'. This limits the maximum amount of ballast that can be added to the machines.
- d. At any time of the event, the weight of the whole machine (including the tank and its contents) plus the rider must not be less than the minimum weight at any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.

- e. There is no tolerance on the minimum weight of the motorcycle or rider.
- f. During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
- g. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.
- h. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

AACR 9.3 Numbers and number plates

For the front number the background colours and figures (numbers) are:

Background - Black Numbers - Free

For the side numbers the background colours and figures (numbers) are:

Background - White Numbers - Free

The size for each front digit is:

Minimum height: 100mm

Minimum width: 80mm

Minimum stroke: 25mm

The sizes for each of side digit is:

Minimum height: 100 mm

Minimum width: 60 mm

Minimum stroke: 15mm

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

- a. Numbers can be the rider's own design but must be clear to read in strong contrast colours to the black background.
- b. Numbers must be clearly visible to the public and officials on both sides of the track.
- c. Numbers must be fitted:
 - i. Once on the front, in the centre of the fairing. If the design of the fairing makes this impossible then the number must be aligned to the side of the machine that has the timing/data centre. The number must be centred on the background with no advertising within 25mm in all directions.
 - ii. Once on each side on the lower front portion of the lower fairing with a black number on a white background.
 - iii. These positions are further documented in the series sign on and fixed by the compulsory graphic pack
- d. Reflective or mirror type numbers are not permitted.
- e. Numbers cannot overlap but can touch.
- f. No machine may enter the circuit if it does not meet the above regulations. If the rider does enter the circuit, then no lap times will be recorded, and Race Direction will at their discretion black flag the rider.
- g. In case of a dispute concerning the legibility of numbers, the decision of the championship promotor will be final.
- h. The organizers will not be responsible or give dispensation to any competitor who is delayed or misses their practice session or race due to numbers not complying with the regulations. Nor will the timekeepers be responsible for not recording times. In addition, a competitor may be fined or excluded by the Race Direction for noncompliance.

AACR 9.4 Fuel

See AACR 0.5.

AACR 9.5 Tyres

- a. Only the control tyres may be used. Further conditions will be stated in F - Championship Conditions and with Technical Bulletins, via email or app and published online on the Alpe Adria web site and Minden Moto web site.
- b. The maximum number of dry tyres available to each rider during the event will be 1 front tyre and 2 rear tyres. In the event of a 3-race event, allocation will be maximum 2 front tyres and 3 rear tyres
- c. Only the Race Direction, following consultation with the Technical Director and the official tyre supplier may alter the allocation during an event.
- d. There is no tyre allocation for Free Practice sessions. Competitors are allowed to use extra tyres or part worn tyres in these sessions
- e. From and including Qualifying, every dry tyre used during the event must be marked with an adhesive sticker with a number allocated by the Technical Director.
- f. No tyre change is permitted during a dry race in a Red Flag interruption (including a dry race interrupted with less than 3 laps of its duration completed by the leader), other than when the race status is changed to "Wet" and/or authorisation to change tyres is announced by race control.
- g. In the event of an exceptional tyre change authorized by the Chief Technical Official in the case of a proven tyre failure, the rider must start the re-start from the back of the grid or the pit lane exit.
- h. Wet tyres will not need to be marked with a tyre sticker. They will not be considered in the total number of tyres available for use. Only rain tyres supplied on the track by the official tyre supplier are permitted. External tyres, even if they comply with those supplied by the official tyre supplier, are not permitted without the authorisation of the official tyre supplier.
- i. The tyre stickers will be collected by the teams in a sealed envelope after which the teams will be responsible for their use.
- j. The stickers must be applied to the right-hand sidewall of the tyre. Officials will check that all the motorcycles entering the track are fitted with tyres carrying the sticker with the exception of the cases mentioned above.
- k. The use of motorcycles without the official stickers will be immediately reported to the Race Direction who will take appropriate action.
- l. At the discretion of the rider, dry or wet weather tyres (if allocated) may be used. Wet-weather tyres must be a fully moulded tyre. The use of hand cut tyres is not allowed. Wet-weather tyres must be marked "Not for Highway Use" or "NHS".
- m. Any modification or treatment (cutting, grooving) is forbidden.
- n. The allocation of individual tyres will be made on a random basis, with no involvement of any representative from the tyre supplier, teams or riders. Those tyres will be individually identified and may not be exchanged between riders, including between teammates, and may not be exchanged by the tyre supplier after the allocation, except with the permission of the Race Direction.
- o. In exceptional cases, should the sticker be damaged or applied in the wrong way, an extra sticker may be provided at the sole discretion of the Technical Director. However, the damaged sticker must be returned to the Technical Director and/or the tyre it was applied to, must be intact.
- p. The use of tyre warmers and generators on the starting grid is permitted. Generators must be fitted with a lower container to prevent spillage of liquids (engine oil and battery acid).

To ensure mobility when clearing the grid, it is recommended to place the generators on tool trolleys.

AACR 9.5.1 Tyre Limitations:

- a. Minimum tyre pressure: 1.50 bar
- b. Period - At all times
- c. No tolerance.
- d. At the 3-minute board the pressure will be checked on the grid for a minimum of three riders using the official tyre suppliers approved tyre gauge. If the tyre is below the minimum limit according to the official tyre suppliers approved gauge, then the machine will be removed from the grid to the pitlane to have the pressure corrected and the rider will start the warmup lap from the pitlane (and the race from the back of the grid).
- e. Riders may be stopped in the pitlane at any time by the Technical Director or his appointed staff to check the tyre pressure.

AACR 9.6 Engine

For the Kawasaki ZX4RR International Championship category all engine parts must remain as OEM unless specified in the Championship Authorized parts list, where the list will take precedence over the following.

Engines may be chosen and impounded for Dyno testing (during events, between events or after the season) at an approved facility and for comparison to the reference engine. Apart from AAIMC staff, only one team representative may attend the test.

Oil is the recommended type specified by the series partner.

AACR 9.6.1 Fuel injection system, including fuel system

The original OEM fuel injection and fuel system must be the OEM systems with no modifications allowed.

AACR 9.6.2 Lateral covers and protection

- a. Lateral (side) covers must remain as OEM with no modification allowed.
- b. The secondary cover will be the series authorized GB racing cover.

AACR 9.6.3 Clutch and Transmission

- a. The clutch assembly must be the originally fitted and OEM parts with no modification allowed. They may be assembled using selected thickness plates to achieve the correct clutch pack thickness.
- b. Countershaft sprocket, rear wheel sprocket, chain pitch length may be changed. Only 520 size parts may be used.
- c. The front sprocket cover may be modified or eliminated.

AACR 9.6.4 Cooling System

- a. The only liquid engine coolants permitted will be water.
- b. Cooling hoses must be listed in the Championship authorized parts list.
- c. The optional Radiator Guard from the Championship Authorized Parts List may be fitted.

AACR 9.6.5 Airbox

- a. The airbox must be the originally fitted and OEM part. Internal foam can be removed. No modifications to airbox itself can be made or velocity stacks changed.
- b. The airbox drains must be sealed.
- c. All motorcycles must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.

- d. Performance or race air filters can be used.

AACR 9.7 Exhaust system

- a. Any exhaust system is allowed with a maximum retail cost of 2000 euros.
- b. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
- c. Wrapping of exhaust systems is not allowed except around the rider's foot or an area in contact with the fairing for protection from heat.

AACR 9.8 Kawasaki ZX4RR International Championship Electrics and Electronics:

- a. The ECU must remain standard OEM Part.
 - i. For safety considerations, the ECU must be flashed by the championship promoters, Minden Moto Kft. and sticker applied. ECU Stickers will be checked at technical control.
 - ii. Further modifications to the ECU for fuel mapping to competitors' bike, must only be performed by the authorised championship provider.
 - iii. Machine ECUs will be randomly checked during Free Practice. Any ECU found to be modified from the official map, the rider will be warned and the ECU checked again after qualifying.
 - iv. The top 3 finishers, ECUs that failed free practice, and 1 random rider's ECU will be checked after qualifying. Any ECU that has been modified by the rider or team will be penalized. Technical Director will decide the penalty which will not be less than starting from the back of the grid.
 - v. The top 3 finishers, ECUs that failed qualifying check and 1 other random rider ECU's will be checked at the end of each race. Any ECU that has been modified the rider is immediately disqualified with no appeal.
 - vi. Repeat offenses of ECU modifications will receive further penalties to be decided jointly between the race director, AAIMC and Minden Moto managing director.
 - vii. Any modifications to the ECU must be with the full consent of the machine manufacturer and will be communicated by the machine manufacturer. AAIMC, Minden Moto Kft and Kawasaki accept no liability for any modification to the ECU or its software which will not be borne by the machine manufacturer and or manufacturer representatives.
- b. The optional lap timer may be fitted from the Championship Authorized Parts List.
- c. The Quick shifter must be the originally fitted unit or from the Championship Authorized Parts list.
- d. The dashboard may have a protective cover fitted from the Championship Authorized Parts List.
- e. Datalogging systems maybe fitted from the Championship Authorized Parts List.

AACR 9.9 Main frame and pre-assembled spare frame

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a Minden Moto Barcode. In case the frame needs to be replaced, the rider or the team must make a request to the Chief Technical Steward to use a spare frame.

The Series partner may carry fully assembled spare machines that with the permission of the Chief Technical Steward may be used in the case the first machine is not considered safely repairable.

EXPLANATION OF THE PROCEDURES

Only one (1) complete motorcycle may be presented for the preliminary technical checks, and

it will be the only motorcycle allowed on the track and in the pit box / awning during the practices, qualifying, warm up and race.

The frame of this motorcycle will be officially sealed by the Technical Director or by his appointed staff. The seal will be a Minden Moto Barcode, which will be recorded. Any attempt made to remove the seal will damage it irreparably.

At any time during the event the technical stewards, under the direction of the Technical Director, may check the seal and verify that it conforms to the motorcycle and rider it was assigned to. For cross reference, every frame must have a unique number punched on it, preferably on the steering-head.

The replacement motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred. The damaged motorcycle must be removed from the pit box / awning as soon as possible and put in storage outside the pit box / awning.

Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations

AACR 9.9.1 Frame body and sub-frames

- a. The frame must be the originally fitted and OEM part with no modification allowed.
- b. Nothing may be added or removed from the frame body.
- c. The frame's paint scheme must remain as original.

AACR 9.9.2 Suspension - General

- a. Participants in the Kawasaki ZX4RR International Championship class must only use units from the Championship Authorized Parts List.
- b. Teams may not modify any part of the forks or shock absorber; IF made available all setting parts must be supplied by the series and available to all teams/riders. They will be listed in the Championship Authorized Parts List.

AACR 9.9.3 Front forks

- a. Forks must be the originally fitted and OEM parts with the following modifications allowed:
 - i. Only aftermarket damper kits or valves from the Championship Authorized Parts List may be installed.
 - ii. Fork springs may be replaced.
 - iii. Fork oil, and oil height/volume may be changed.
 - iv. Settings 'clickers' may be freely adjusted.
- b. An optional steering damper can be fitted but must be from the Championship authorized parts list.
- c. The steering damper cannot act as a steering lock limiting device.

AACR 9.9.4 Rear fork (swing-arm)

- a. The rear fork (swingarm) must be the originally fitted and OEM part with no modification allowed.
- b. A solid protective cover (shark fin) shall be fixed to the swing-arm and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.

- c. Brackets/mounts for rear wheel stand bobbins may be added to the rear fork by welding or bolts. No fork style stand brackets are allowed, the stand must use forks and the swingarm uses bobbins.
- d. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm and must be from the Championship Authorized Parts List.
- e. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed. This must follow any series designated design.

AACR 9.9.5 Rear suspension unit

- a. Rear suspension unit (shock absorber) may be replaced with a unit from the Championship Authorized Parts List.
- b. The original attachment points to the frame and rear fork must be as OEM.

AACR 9.9.6 Wheels

- a. Wheels must be the originally fitted OEM parts with no modification allowed
- b. Wheel balance weights may be discarded, changed or added to.
- c. Angled aluminium or steel inflation valves are compulsory.

AACR 9.9.7 Brakes

- a. Front and rear brake discs must be originally fitted OEM parts or from the Championship authorised parts list with no modification allowed.
- b. Front brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must be the originally fitted and OEM parts with no modification allowed.
- c. Rear brake callipers must be the originally fitted and OEM parts with no modification allowed.
- d. The front and rear master cylinder must be the originally fitted or from the Championship Authorized Parts List with no modification allowed.
- e. Front and rear hydraulic brake lines may be changed.
- f. The split of the front brake lines for both front brake callipers must be made above the lower edge of the fork bridge (lower triple clamp). Brake line hose fittings (including banjo bolts) can only be Steel.
- g. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- h. The ABS System must be removed.
- i. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Guards from the Championship Authorized Parts List will be permitted without regard to the material. The Technical Director has the right to refuse any guard not satisfying this safety purpose.
- j. Thumb brake system can be added. Recommended parts from Championship Authorised parts list.

AACR 9.9.8 Handlebars and hand controls

- a. Handlebars may be replaced.
- b. Throttle controls must be self-closing when not held by the hand.
- c. Hand controls must remain operated by hand.
- d. Only the Originally fitted Grip/Gas sensor may be used. The housing may be changed to parts listed in the Championship Authorized Parts List.
- e. Switches may be changed to parts listed in the Championship Authorized Parts List, but the electric starter switch and engine stop switch must be located on the handlebars.

- f. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that can stop a running engine. The button or switch must be red.

AACR 9.9.9 Footrest and foot controls

- a. Footrests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- b. Foot controls: gear shift must remain operated manually by foot.
- c. Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- d. The end of the footrest must have at least an 8 mm solid spherical radius.
- e. Non-folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type of material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

AACR 9.9.10 Fuel tank

- a. Fuel tanks must be the originally fitted and OEM parts with no modification allowed.
- b. All fuel tanks must be filled with fire retardant material (open celled mesh, i.e. "Explosafe").
- c. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
- d. Fuel caps can be changed to parts listed in the Championship Authorized Parts List. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.
- e. A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
- f. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.
- g. Anti slip pads may be stuck to the sides of the tank in the area where the rider's knees/legs contact the tank.

AACR 9.9.11 Fairing / Bodywork / Seat

- a. Fairing, mudguards and body work must be the parts listed in the Championship Authorized Parts List.
- b. Wind screen must be the originally fitted and OEM part or one listed in the Championship Authorized Parts list.
- c. Fairing brackets may be altered or replaced.
- d. The ram-air intake must maintain the originally OEM shape and dimensions.
- e. The original air ducts running between the fairing must be the originally fitted and OEM parts with no modification allowed.
- f. No ducting may be added to direct airflow towards the airbox if not fitted on the original machine. No other part may be modified to perform this purpose.
- g. Particle grilles or "wire-meshes" originally installed in the openings for the air ducts may be removed. Flap valves systems may be removed. Air ducts cannot be added if they are not present on the original machine.
- h. The lower fairing must 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 (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- i. Front mudguard must adhere to the OEM shape originally produced by the manufacturer or a unit from the Championship Authorized Parts List.

- j. Front mudguard may be spaced upward for increased tyre clearance.
- k. The chain guard may be removed if it is not incorporated in the rear mudguard. If the chain guard is incorporated in the mudguard, then the chain guard section may be removed or modified to accommodate larger diameter rear sprockets.
- l. The existing rear mudguard under the seat may be removed.

AACR 9.9.12 Fasteners

- a. Standard fasteners may be replaced with fasteners of any material and design, but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
- b. Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- c. Aluminium fasteners may only be used in non-structural locations.
- d. Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
- e. Thread repair using inserts of different material such as helicoils and timeserts.
- f. Fairing/bodywork fasteners may be changed to the quick disconnect type.

AACR 9.9.13 Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the machine, this light must be switched on any time the motorcycle is on the track or being ridden in the pit lane and the session is declared WET. All lights must comply with the following:

- a. Lighting direction must be parallel to the machine centre line (motorcycle running direction) and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b. The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the Technical Director. In case of dispute over the mounting position or visibility, the decision of the Technical Director will be final.
- c. Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).
- d. The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
- e. Safety light power should be supplied by the control ECU.
- f. The Technical Director has the right to refuse any light system not satisfying this safety purpose.

AACR 9.9.14 The following items MUST BE removed

- a. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- b. Rear-view mirrors.
- c. Horn.
- d. License plate bracket.
- e. Toolbox.
- f. Helmet hooks and luggage carrier hooks
- g. Passenger footrests.
- h. Passengers grab rails.
- i. Safety bars, centre and side stands must be removed (fixed brackets must remain).
- j. Catalytic convertors.
- k. Rear mudguards affixed to the seat unit.

AACR 9.10 Onboard Cameras

- a) Onboard cameras can only be used with written permission of the promoter.
- b) When a rider/team has obtained this permission, the motorcycle with the camera installed - and the permission sheet - must be presented to the Technical Control.
- c) When the promoter asks a rider to install a camera - provided by the promoter - on his motorcycle, then the rider cannot refuse.
- d) Cameras must be mounted inside the fairing or on the top / bottom side of the rear seat bodywork.
- e) Cameras must be fixed securely to the motorcycle. Adhesives are only accepted when it is originally by the camera manufacturer.
- f) Cameras must be secured to the motorcycle with an additional steel cable.
- g) The Chief Technical Officer has the right to refuse any solution not satisfying these requirements.

AACR 9.11 Environmental Protection

- a) Inside the boxes and the paddock (except in the park fermé), where maintenance work is carried out on a motorcycle and where they are parked, the use of carpets equal to or larger than the length of the motorcycle and the width of the handlebars is compulsory in order to avoid spillage of liquids, oil and environmentally dangerous products on the ground. The carpet must have a waterproof underside and be covered with absorbent material.

Championship Authorised Parts List

2025 Kawasaki ZX-4RR Championship – Authorised Parts List

If your motorcycle any parts NOT listed below – Contact us to ensure the parts are legal – info@mindenmoto.com
For complete list of allowed modifications please see technical regulations
Additional parts maybe added to this list throughout the season. Competitors will be sent updates as they happen

Compulsory Parts

Description	Manufacturer	Part Name
Crash protectors	GB Racing Protection	Secondary Alternator Cover 2020-2025
	GB Racing Protection	Secondary Clutch Cover 2020-2025
	GB Racing Protection	Secondary Pulse Cover 2020-2025
Shark fin chain guard	GB Racing Protection	Universal Lower Chain Guard Assembly
Lever Guard	GB Racing Protection	M8 Threaded Brake Lever Guard, 5mm Spacer with 6mm Recess, 160mm Mould
Lever Guard	GB Racing Protection	M8 Threaded Clutch Lever Guard, 5mm Spacer with 6mm Recess, 160mm Mould
Championship Sticker Kit	Minden Moto	Partner Stickers that must be displayed on race bike

Minimum Requirements

Description	Manufacturer	Part Name
ECU Flash	Minden Moto	Kawasaki developed Championship ECU flash
Rear Shock	K-tech	K Tech Shock Absorber DDS Lite
Rear Shock	Ohlins	AMM. OHLINS Kawasaki ZX-4RR 2024- / S46PR1C1LS
Rear Shock	Bitubo	Bitubo ZX-4RR ZX-4R Shock – MONO - Adjustable
Fork Cartridges	K-tech	Kawasaki ZX-4R/R K-Tech 20IDS Front Fork Cartridges
Fork Cartridges	Andreani	Cartuccia forcella Misano – K41E
Fork Cartridges	Ohlins	Ohlins Fork kit with springs
Brake Lines	Hel Performance	Green brake line set
ABS Delete	Jet Prime	ABS eliminator for Kawasaki Ninja ZX-4R/R
Side Stand delete	Jet Prime	Side Stand switch eliminator for Kawasaki Ninja ZX-4R/R
Airbox	Jet Prime	PAIR system elimination kit
Rearsets	Bonamici	Bonamici Racing Adjustable Rear Sets Kit – Standard & Reverse Shifting
Race Body Work	Minden Moto	Complete set of racing body work. Seat, tank cover, mudguard and fairings - Black
Race Body Work	Gessilpower	Complete ser finished body work. KRT Paintwork, stickered and lacquered
Screen	WRS	Kawasaki ZX-4R/R Race Windscreen – Transparent +40mm
Race Exhaust	Akrapovic	Kawasaki ZX-4R/R Akrapovic Race Exhaust System - Carbon
Race Exhaust	Arrow	ARROW RACING COMPETITION STEEL COLLECTORS FULL SYSTEM
Rear Sprocket	Gandini	Light Weight racing sprockets 45 to 50 tooth
Race Chain	RK Chains	RK GB520RUWR

Optional Parts

Description	Manufacturer	Part Name
Quick Action Throttle	Jet Prime	Kawasaki Ninja ZX-4R/R Quick throttle unit
Quick Action Throttle	Jet Prime	Kawasaki Ninja ZX-4R/R Throttle control with integrated handlebar switch
Right Handlebar switches	Jet Prime	Kawasaki – Additional handlebar switch for quick throttle ACC 154
Left Handlebar switches	Jet Prime	Left Racing Handlebar Switch for Switch for Kawasaki Ninja ZX-4R/R
Kill Switch	Jet Prime	Kill Switch – Jet Prime
Air Filter	Sprint	Kawasaki ZX-4R/RR Sprint Air Filter – RACING F1-85
Air Filter	MWR	ZX-4R/RR MWR Racing Air Filter
Front Master Cylinder	HEL Performance	Kawasaki ZX-4R/R HEL Radial BrakeMaster Cylinder – 170mm folding lever
Front Master Cylinder	Brembo	
Thumb Brake	HEL Performance	HEL Rear Thumb Brake – Solid Billet, Fork Mounted
Thumb Brake	HEL Performance	HEL Bar Mounted Adjustable Rear Thumb Brake – Solid Billet
Scooter brake	HEL Performance	HEL Solid Billet Finger Rear Brake
Rear Master cylinder	HEL Performance	HEL Rear Master r SBS 806Cylinder Twin Port in Solid Billet
Racing Brake Pads	SBS	Kawasaki ZX-4R/R SBS 806DC Dual Carbon Racing Pads – (2 Pair)
Racing Brake Pads	SBS	Kawasaki ZX-4R/R SBS 806DS Dual Carbon Racing Pads – (2 Pair)
Spare Wheels	Kawasaki	Spare Front Wheel
Brake Discs	Kawasaki	Front Brake discs with bolts
Spare Wheels	Kawasaki	Spare Rear Wheel
Brake Discs	Kawasaki	Rear Disc with bolts
Oil	Motul	
Steering Damper	K tech	K Teck Steering Dampers – RACE
Steering Damper	Ohlins	Ohlins racing steering damper
Rear Shock	K tech	K Tech Shock Absorber DDS PRO
Rear Shock	Ohlins	TTX GP PPP – KA400
Silicone hoses	Minden Moto	Complete Set Silcon hoses with clips
Silicone hoses	Samco	Complete Set Silcon hoses with clips
Sticker Kit	Minden Moto	ZX-4RR Sticker kit to your design. Includes compaulary stickers
Dash Crash protector	Melotti Racing	Original Dash CNC billet all crash protector

Optional Equipment

Description	Manufacturer	Part Name
Tyre Warmers	Capit	Tyrewarmers Capit Suprema Vision
Helmet dryer	Capit	
Leather dryer	Capit	
Grid Trolley	Capit	

ALPE ADRIA MOTORCYCLE UNION TECHNICAL REGULATIONS

KAWASAKI ZR4RR INTERNATIONAL CHAMPIONSHIP

SEASON 2026 – VERSION FEB 17 2026

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