

NLR 26



PRE INJECTION



Sporting and Technical Regulations

Sporting Regulations

1. Classes & Rider Eligibility

Pre Injection 600

Riders MUST hold a valid

ACU or SACU Novice, Intermediate Novice, Clubman or National Licence prior to riding at their first event of 2026.

European FMN Licence subject to proof of insurance and written start permission to FIM Minimum Standards

2. Entries

How to enter

Via www.nolimitsracing.co.uk

When to enter

Full Season - 1st December 2025 - 21st January 2026

Individual rounds - Please see the round entries calendar

Fees

Entry to this class as your main class will be £269-£529 circuit dependent.

Entry to this class as your 2nd class will be £170-£245 circuit dependent.

3. Programme

At each event, you will receive a minimum of 10 minutes scheduled timed practice and a minimum of 3 scheduled races.

4. Other Regulations

Useful Regulations

NLR26 Tyre Regulations

NLR26 Supplementary Regulations

5. Prizes

Prizes for this class are yet to be announced.

Technical Regulations

All machines competing in any 2026 No Limits Pre Injection 600 races must comply with these regulations. These rules are in addition to the ACU Standing Regulations as outlined in the ACU Handbook.

All No Limits Racing (NLR) Championships are open only to riders holding a valid ACU or SACU licence or a Licence from another FMN with proof of valid insurance and start permission.

These regulations are correct at the time of publication but are subject to amendment by the ACU or NLR. Any updates or changes will be communicated via an official NLR Bulletin

Anything not expressly permitted within these regulations is strictly prohibited.

Anything not expressly authorised or prescribed in these specifications must remain in standard form, with the exception of paintwork.

1. Eligible Machines

1.1 Only motorcycles that were originally manufactured and sold with carburettors (not electronic fuel injection) are eligible. Fuel-injected machines, or those converted from injection to carburettors, are not permitted.

1.2 Eligible models typically include, but are not limited to:

Yamaha YZF-R6 (1999–2002)
Honda CBR600 F (1995–2000)
Suzuki GSX-R600 (1997–2000)
Kawasaki ZX-6R (1995–2002)

1.3 Other four-cylinder 600 cc machines from the same era may be accepted subject to approval by No Limits Racing Technical Control.

1.4 Maximum capacity:

4-cylinder – up to 600 cc
2-cylinder – up to 750 cc (carburetted only)

1.5 Engine and frame numbers must be present and must not show signs of tampering or removal. Unstamped, new replacement components are allowed. Frames without numbers are acceptable only if the motorcycle was originally manufactured and supplied specifically for racing use.

2. Fuel

- 2.1 Only unleaded fuel, available from a roadside service station to current ACU regulations.
- 2.2 E85 biofuel is also acceptable from roadside outlets.

3. Fuel Tank

- 3.1 Standard or pattern fuel tanks may be used.
- 3.2 Tank breather must terminate in a catch bottle of at least 250 ml capacity.
- 3.3 No pressurised or ram-air fuel systems permitted.

4. Fasteners

- 4.1 Non-structural fasteners may be replaced with aluminium or stainless alternatives.
- 4.2 Titanium fasteners may only be used in non-critical areas.

5. Frame and Swingarm

- 5.1 The original frame and swingarm as supplied on the homologated model must be retained.
- 5.2 Strengthening or repairing is permitted, provided geometry and materials remain as standard.
- 5.3 Frame alignment, polishing or lightening is not permitted.
- 5.4 Subframes may be replaced or modified for seat or exhaust mounting, provided they are of similar dimensions and securely attached.

6. Suspension

- 6.1 Original fork type must be retained (i.e. right-way-up or upside-down as per model).
- 6.2 Internal parts (springs, valves, oil, seals) may be modified or replaced.
- 6.3 Fork outer tubes must remain standard.
- 6.4 Rear shock absorber may be replaced with an aftermarket or re-valved unit, provided it fits to the standard mounting points.

6.5 Ride height and damping adjustment are free.

7 Tyres

7.1 NLR may implement a single tyre rule for the class. Details will be provided here once the rule is officially confirmed.

7.2 The cutting of extra tread grooves is forbidden.

7.3 Tyres will be examined during post-race technical control. Riders found using non-compliant tyres will be disqualified from championship points and awards. Repeated violations and disregard of the tyre regulations will result in further sanctions.

7.4 Wheel balance weights may be discarded or added.

7.5 If a race is declared as 'WET', a control rain tyre designated by NLR may be used. Please refer to the tyre regulations for further details.

7.6 Tyres available with pre order from No Limits Race Support.

8. Intake and Exhaust Systems

Exhaust systems are free but must comply with ACU noise limit of 105 dB(A).

9. Bodywork

9.1 Bodywork may be replaced with race pattern fairings of fibreglass, carbon or composite material.

9.2 Aerodynamic devices (winglets, vortex generators etc.) are not permitted.

9.3 All fairing panels must be securely mounted and of good quality.

9.4 Oil catch tray beneath the engine is mandatory, capable of holding at least half of total engine oil capacity.

10. Safety Wiring

All drain plugs, external oil filters and bolts that enter any oil cavity must be safety wired.

11. Control and Electrics

11.1 Throttle must be self-closing.

11.2 Hand and foot controls may be relocated for rider preference.

11.3 Quick-shifters are permitted if they operate solely by ignition cut.

11.4 No traction control, wheel-speed sensors or data acquisition systems are permitted.

12. Brakes

12.1 Standard or aftermarket calipers and discs may be used.

12.2 Carbon or ceramic discs are not permitted.

12.3 Front and rear master cylinders and hoses may be replaced.

12.4 ABS systems (if fitted) must be removed.

12.5 Master cylinder is open

13. Number Plates and Colours

13.1 Must conform to ACU regulations.

13.2 Colours

Front : WHITE Background with BLUE Numbers

Side : WHITE Background with BLUE Numbers

14. Kill Switch

Motorcycles must be equipped with a functional ignition kill switch or button, mounted on either the right or left handlebar within reach while gripping the handlebars. The switch must be capable of immediately stopping the engine by cutting the ignition.

15. Engine

15.1 Engine must retain the standard bore and stroke dimensions as per manufacturer specifications.

15.2 Carburettors must be used; fuel injection systems are prohibited.

15.3 Carburettor size must remain as standard, although jetting and needles may be altered.

15.4 Standard camshafts must be retained; polishing, porting, or head skimming is permitted for tuning.

15.5 No big-bore kits, stroker cranks, or aftermarket cylinder heads permitted.

15.6 Ignition systems may be replaced with aftermarket units, provided they do not offer traction or launch control.

15.7 Cooling system is free, but radiators must remain in the standard location.

16. Rear Safety Light

16.1 Functional red light mandatory; on track or in pit lane during wet conditions.

16.2 Must be visible $\pm 15^\circ$ from machine centre line.

16.3 LED: 0.6–1.8 W, incandescent: 10–15 W.

16.4 Continuous operation on track; flashing allowed only in pit lane.

16.5 Chief Technical Officer may reject non-compliant systems.

17. Chain Protector

A shark fin type chain guard must be fitted to the underside of the swingarm on the drive chain side, in accordance with ACU regulations.

18. Wheels

18.1 Original wheel sizes must be retained (front 17", rear 17").

18.2 Wheels may be replaced with aftermarket units of the same dimensions and materials (e.g. aluminium).

18.3 Carbon or magnesium wheels are not permitted.

18.4 Wheel spacers may be modified for alignment and chain adjustment.

19. Seat

19.1 Seat unit is free but must be securely mounted and provide a safe seating position.

19.2 Foam or padded seat top is recommended.

20. Items That May Be Altered Or Replaced

- Cooling fans, emission controls, and road-legal ancillary systems.

21. Items The NOT May Be Removed

- No structural frame or swingarm components may be removed or modified beyond reinforcement or repair.

22. Items the MUST be Removed

- Headlamp
- rear lamp
- turn indicators
- Mirrors
- Horn
- license plate bracket
- Toolbox
- helmet/luggage hooks
- passenger footrests/grab rails
- safety bars
- centre/side stands
- catalytic converters
- rear mudguards attached to the seat unit

23. Class and Series Sponsors

If required by NLR, class and series title sponsors' decals or stickers must be prominently displayed on machines where applicable and will be checked during technical inspection. Decals that conflict with class or series sponsor branding may be requested to be removed.

24. Presentation

24.1 The organisers reserve the right to refuse any machine admission to the start if, upon arrival at technical inspection, it is deemed not to be in a presentable condition.

24.2 Machines must be maintained to a high standard. Competitors are responsible for regularly checking their machines before, during, and after events to ensure ongoing compliance.

25. Parc Ferme /Disputes/Challenges

This is covered in the ACU handbook and minor queries should be directed through the riders' representatives. Check ACU Handbook for correct procedures.

26. General

Non-compliant motorcycles may be excluded at Technical Control discretion. If there are any queries relating to these regulations contact No Limits Racing administrators - info@nolimitsracing.co.uk or the Chief Technical Officer - technical@nolimitsracing.co.uk.