

- they must be installed within the frame

Additional fuel tank is not allowed.

01.29 OPEN TRANSMISSION GUARDS

29.01

The primary transmission must have a proper guard as a safety measure; small holes (max 10.0 [mm]) in the transmission/clutch guard are allowed for extra cooling.

Excessive cutting of the guard is not allowed. Cutting of the guard is only permitted to expose the clutch pressure plate and to allow adjustments to the clutch springs. **Extra hole on the top of the guard to adjust the clutch can be ø20.0 [mm] or oval 15.0 x 50.0 [mm].**

The guard must be conceived in such a way that under no circumstances can the rider or the passenger come accidentally in contact with the transmission/clutch parts. It must be designed to protect the rider from injuring their fingers.

An additional protective device must be provided to prevent a broken primary chain from flying upwards. This can be provided by a fully enclosed steel chain guard. Alternatively, if a chain guard is made from plastic or from other material, then a steel bolt of 10.0 [mm] minimum diameter must be placed outside the bottom rear quadrant of the clutch sprocket (see Diagrams G, H, K). This bolt, if damaged, must always be completely replaced.

A guard/cover must be fitted to the countershaft sprocket (if it is exposed).

29.03

A protective guard must be fitted where the rear chain enters onto the rear wheel sprocket.

29.04 SECONDARY TRANSMISSION CHAIN TENSION ADJUSTER

Secondary chain adjusters (screw) must be in principle ball ended (diameter of this ball to be at least 20.0 mm).

Material can be steel or aluminium. The adjuster may have a hole of maximum 9.0 mm, which must be closed with a cap (plastic, etc.).

If the adjuster is incorporated in frame and there are no sharp edges, no additional protection needed.