



## 2020 TECHNICAL REGULATIONS FOR THE NORTHERN REGIONS F400 ENDURANCE, F400 SPRINT AND F300 SPRINT KARTING CLUB CHAMPIONSHIP (162192)

### 1. General

- a. The F400 class is a controlled class and no modifications whatsoever are allowed unless stated in these specifications.

### 2. Chassis

- a. Only CIK chassis with a rear brake system (KF) will be allowed.
- b. Chassis must remain within the CIK Homologation sheet of chosen chassis.
- c. The engine side seat stay may be modified to make way for the engine.
- d. Only original CIK bodywork will be allowed.
- e. Composite materials are not allowed.
- f. Only fibreglass CIK seats are permitted.
- g. Only CIK brake systems are allowed.
- h. The maximum rear width from the outer lip of the rim to the opposite outer lip is 1400 mm.
- i. Only front 130 mm and rear 210 mm standard aluminium or magnesium rims are allowed. As measured from the inside of the lip.
- j. A chain guard is compulsory and must have effective protection over the top of the exposed chain.

### 3. Engine

- a. Engine to be used must be the Honda GX 390 (389 cc)
- b. Horsepower allowed as read on the official dyno:
  - b.i. F300: Maximum horsepower is 20 HP.
  - b.ii. F400: Maximum horsepower is 24 HP.
- c. Torque allowed as read on the official dyno:
  - c.i. F300: Maximum torque is 45 Nm.
  - c.ii. F400: Maximum torque is 50 Nm.

All new/rebuilt engines will be dyno'd , fitted with a temporary seal for one full race (5 hours) and then must be re dyno'd and fitted with a permanent seal. All engines must be re tested by race 3 of the season and fitted with a new seal for that the respective season.

All replacement parts to be supplied by Honda except where Hoffmann parts are allowed, see below:

#### d. Engine Modifications

- d.i. No material may be removed from any part of the motor unless otherwise specified.
- d.ii. The standard tank, exhaust and rev limiter must be removed.



- d.iii.** Bolts and washers may be used to close the holes left in the crankcase after removing the rev limiter.
  - d.iv.** The flywheel key:
    - d.iv.1.** F400: The flywheel key may be modified and the flywheel timing may be advanced a maximum of 2mm.
    - d.iv.2.** F300: The flywheel key may not be modified and the flywheel timing may not be advanced.
  - d.v.** Head may be skimmed.
  - d.vi.** Old mounting points for tank may be removed.
  - d.vii.** Cranks may be cut to accommodate clutch.
  - d.viii.** The crank may be cut or polished if the con rod picks up.
  - d.ix.** The balancing of the crank is not permitted.
  - d.x.** Valves and seats may be ground if not sealing properly, but may only be ground to the standard one uniform straight angle.
  - d.xi.** Not more than one standard valve spring per valve may be used.
  - d.xii.** The use of a single washer no thicker than 1mm under the valve spring is permitted.
  - d.xiii.** Standard cylinder sleeve ID 88.00 mm.
  - d.xiv.** Hoffman or Honda cranks may be used.
  - d.xv.** Hoffman or Honda valves may be used.
  - d.xvi.** Hoffman or Honda con rods may be used.
  - d.xvii.** Material may be removed from the conrod's oil dipper.
  - d.xviii.** One size (.25 mm) or two sizes (.5 mm ) oversized pistons may be used.
  - d.xix.** Only NGK BP6ES or **NGK BPR6ES** spark plug is permitted.
- 4. Carburettor**
- a.** Only the Honda carburettor as supplied with the GX390 engine may be used.
  - b.** No modification whatsoever to the carburettor will be allowed.
  - c.** Only the standard main jet as supplied may be used.
    - c.i.** H1 / H2 motors – 92 jet
    - c.ii.** T2 motors – 105 jet
  - d.** Only the standard idle jet as supplied may be used.
    - d.i.** H1 / H2 motors – 45 jet
    - d.ii.** T2 motors – 38 jet
  - e.** The removal of the choke is not permitted.
- 5. Exhaust**



- a. Only exhaust manifold and silencer supplied by the club will be allowed.
  - b. No modification whatsoever to the exhaust or silencer supplied will be allowed.
  - c. The use of exhaust heat wrap is not permitted.
  - d. Stainless Steel exhaust manifolds are not allowed.
  - e. The exhaust manifold must be of the 'S' shape type and be of a constant uniform inside diameter of no greater than 32mm.
6. **Air Filter & Air Box**
- a. Only K&N red or Green filters are allowed
  - b. No material may be removed from the filter
  - c. No modification whatsoever to the air box will be allowed
  - d. During a wet race, the use of a sock or cover is permissible.
7. **Clutch**
- a. Only the Rogue Racing clutch as supplied by the club may be used. Existing clutches of other brands may be used but only with the express permission of the technical committee.
8. **Gearing**
- a. Only 428 pitch chains with 17z front and 45z rear sprockets are allowed.
9. **Weights**
- a. The minimum weight of Kart and driver is:
    - a.i. F300 – 160 Kg
    - a.ii. F400 – 185 Kg
  - b. All weights attached to karts must be permanent and securely fastened with the exception of the endurance class that may have removable weights.
  - c. Permanent weights must be securely bolted to the seat, and/or on the steering column mounting point.
  - d. Removable weights must be fully contained within a tube or sleeve securely affixed to the kart by no less the three mounting points. Where multiple tubes are used the tubes must be clustered together and securely welded to each other. The angle of the tubes must be rear facing and not be less than 30 degrees from the horizontal.
  - e. Mounting points are as follows
    - e.i. Seat or seat stay bolt
    - e.ii. Rear axle bearing holder
    - e.iii. Front radiator mount on frame near the base of seat stays
    - e.iv. A tab may be welded onto the frame to accommodate karts that do not have  
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