

2009 KART Rules & Technical Guide Updates

These updates supersede, replace, or are additions to the rules and specifications printed in the 2008 Rules & Technical Guide.

Page 12, Sec. 3.B.2: MINOR LIABILITY WAIVER: It is mandatory that all minors complete the “Parent’s Statement of Health for Minor(s)” form and KART “Release of Liability and Hold Harmless Agreement” before being allowed to participate on any KART member track unless there is a copy on file at the KART administration office. Regardless, the MINOR REPORT is to be signed by all minors at all events.

Page 13, Sec. 3.B.8.b): Add Sprint Expert names (James Cypert, Melvin Nelsen, Bailey Ring (Jr.), and Jakob Williams (Jr.)

Page 13, Sec. 3.B.8.c): Add Speedway Expert names (Eddie Brose, Mike Halliburton, Ryan Luza (Jr.), and Kenny Pangburn)

Page 13, Sec. 3.B.8.d): Add Enduro Expert names (Allen Fleming, Robert Gonzalez, Josh Phillips, and Jerry Revely)

Page 15, Sec. 3.D.8.i): Helmet Supports: Use of racing helmet supports (rolls) is mandatory at all KART insured events when using a sit-up type chassis. The Leatt-Brace Moto is an acceptable substitute for a helmet support. This applies to all divisions, all classes, during practice, time trials, and racing.

Page 17, Sec. 3.H.3.: RED: Displayed at start/finish line only. Track is hazardous and unsafe for racing. Slow immediately and safely. All entrants shall proceed to designated area. No work on karts is permitted during the red flag period. Local track safety procedure may supersede these procedures.

Page 19, Sec. 4.B.10: Replace with: AXLE NUTS, WHEEL HUBS: Front and rear axle nuts must be safety wired or cotter keyed. Front and rear slider type wheel hubs must have one of the approved methods of retention shown in FIG. 3B.

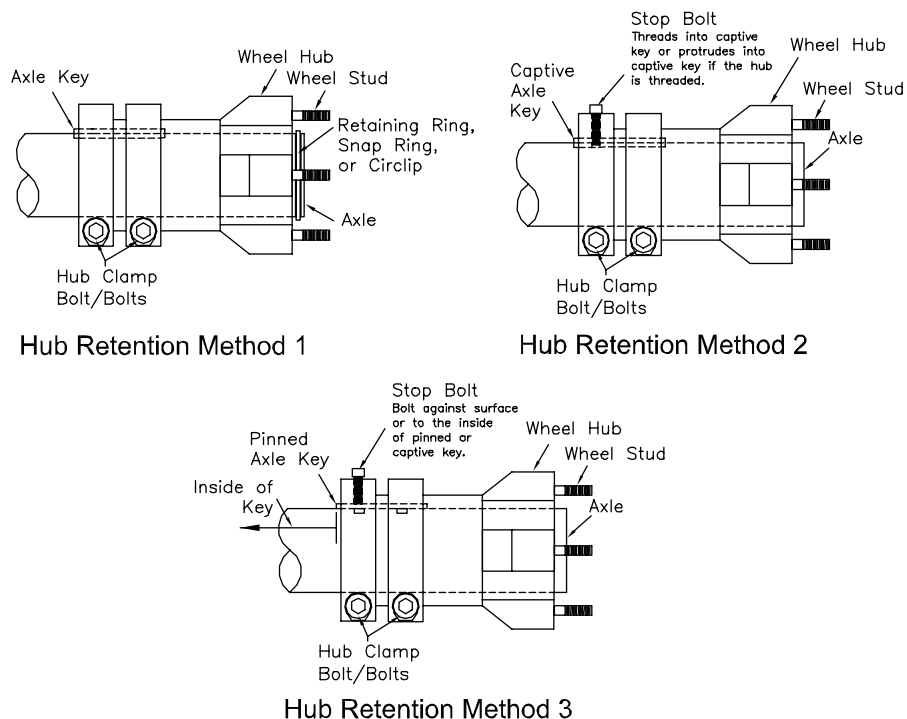


FIG. 3B

Page 30, 6.A.14: TRANSMISSIONS: No transmission gear boxes or other devices which allow the change of gear ratios while in motion are allowed except in classes 6, 7, 10, 11, and 12.

Page 30, 6.A.18: SPRAG DEVICES: In classes 6, 7, 10, 11, and 12, for safety purposes, KART strongly recommends the use of sprag-type disengaging axle sprocket hub. (This device allows the rear axle to free-wheel in the event of an engine or gearbox failure.)

Page 30, 6.A.19: AXLE, AXLE NUTS, WHEEL HUBS: End of axle may not extend past the outer wheel or tire of kart. Axle nuts must be safety wired or cotter keyed. Front and rear slider type wheel hubs must have one of the approved methods of retention shown in FIG. 3B.

Page 31, 6.B.4: BODYWORK may surround the tires, but may not enclose them (wheels must be removable with bodywork in tact). Karts without bodywork (nose, tail, side panels, driver fairing, full length & width floor panel) may be run with a 20 lb. weight reduction.

Page 31, 6.B.7: SPRINT CHASSIS Seat may not extend beyond rear edge of the rear axle. No head rest allowed. (See FIG. 6C) The seat shown in FIG. 6D is not legal in Sprint 80cc Shifter, Sprint CIK125, Sprint Yamaha CIK, and Sprint TaG classes. The legal CIK type design seat configuration for the classes listed above is illustrated in FIG. 4.

Page 32, Sec. 6.E:

E. ROAD RACE CLASSES

CLASS ENGINE FUEL WEIGHT AGE

1. Piston Port Can Experimental	(KT100S Yamaha PRD RK100, ARC Comer w/RLV SSX Super Box only)	Gas/Oil		
	Laydown Chassis		385	12+
	Sprint Enduro Bodywork & Seat (FIG. 6D)		370	12+
	CIK Bodywork & Seat (FIG. 4)		355	12+
	No Cadet Chassis (See section 6.F.1 for more details)			
2. B&S Animal Sportsman	(See section 6.F.2 for more details)	Gas	410	Men 40+ Women 16+
3. Sprint Yamaha CIK	KT100S Yamaha, CIK Bodywork (new or old style) or 3 number panels, use standard sprint sit-up seat (see Fig. 4 in Sec. 4B), floor pan may not extend outside of main frame rails	Gas/Oil	350	16+
4. Sportsman	KT100S Yamaha PRD, ARC (See section 6.F.3 for more details)	Gas/Oil	400	16+
5. Piston Port/HPV	HPV 100 & any approved 100cc Piston Port engine Yamaha KT100S (See section 6.F.4 for more details)	Gas/Oil	400	16+
		Gas/Oil	370	16+
6. A-Limited	100cc Piston Port	Open	370	16+
	100cc Reed & Rotary	Open	390	16+
	100cc Stock Appearing	Gas/Oil	370	16+
	100cc Controlled	Gas/Oil	350	16+
	80cc Shifter	Gas/Oil	370	16+
	80cc Laydown	Gas/Oil	370	16+
7. 100cc Open	100cc Piston Port	Open	370	16+
	100cc Reed & Rotary	Open	390	16+
	100cc Stock Appearing	Gas/Oil	370	16+
	100cc Controlled	Gas/Oil	350	16+
	80cc Shifter	Gas/Oil	370	16+
	80cc Laydown	Gas/Oil	370	16+
8. Sprint TaG Senior	Per TaG USA rules posted on the TaG USA website 60 days prior to Enduro National Championships (See section 6.F.5 for more details)	Gas/Oil	-	15+

9. Sprint Stock Leopard Senior	IAME Leopard engines only. TaG USA rules posted on the TaG USA website 60 days prior to Enduro National Championships (See section 6.F.6 for more details)	Gas/Oil	385	15+
10. Sprint 80cc Shifter	CR80/85, KX80/85, RM80/85, YZ80/85 (See section 6.F.7 for more details)	Gas/Oil	380	16+
11. Sprint CIK 125	CR125, KX125, YZ125, RM125, Rotax 126 & 127, Gilera 125, TMX125, Mac Minarelli 125 air or water, Approved ICC engines. (See section 6.F.8 for more details)	Gas/Oil	385	16+
12. Unlimited	125cc Gearbox	Gas/Oil	420	16+
	150cc Open Motors	Open	390	16+
	TaG Motors	Gas/Oil	390	16+
	250cc Gearbox	Gas/Oil	465	18+
	250cc Single Cylinder	Gas/Oil	460	18+
	2 100cc Open	Open	400	18+
	2 150cc Open	Open	425	18+

Page 32, Sec. 6.F. MISCELLANEOUS EXTENSIONS/EXCEPTIONS

1. PISTON PORT CAN EXPERIMENTAL (Class #1)

- a) RLV SSX Super Box only.
- b) No remote carburetor adjusters or "triggers" allowed.
- c) Stock High Speed needles and Flex-T or Stock Low Speed needles only
- d) Ages 12-Up. Ages 12-15 with prior racing experience with approval of KART Enduro Directors. If approval is not granted, a local option class may be created to gain the necessary racing experience.
- e) Ages 12-15 must affix an orange number panel to the rear bumper of the kart.
- f) Ages 16-Up Non-Expert drivers only.
- g) 45 minute race

2. B&S ANIMAL SPORTSMAN (Class #2)

- a) Men must be 40 years of age or older and women must be 16 years of age or older (Class #2 only).
- b) An orange number panel must be affixed to the rear bumper of the kart.
- c) Amsoil Diesel 10/30 will be the spec oil.
- d) Horstman MDC and Greased Lightning clutch.
- e) 35 chain only.
- f) Any fuel pump.
- g) 30 minute race.
- h) Nose cone only to rear edge of front tire.
- i) Side protection: nerf bars with vertical panel only. A maximum of 2" safety bend will be allowed top or bottom. Must be between front and rear tires and may not attach to nose.
- j) full belly pan allowed.
- k) Engine: Briggs and Stratton models 124-(332 or 432) Type 8001/2.
- l) Spec. exhaust pipe kit RLV5509 is mandatory. Welding a nut on the muffler for safety wiring purposes is allowed.

3. SPORTSMAN (Class #4)

- a) KT100S Yamaha RLV SBX muffler, RLV 26S header (may be modified to miss bodywork or tire) 11"-12" of solid straight flex min. ID 1.600", max. OD 1.780". No machining; flex must be same size from end to end.

4. PISTON PORT/HPV (Class #5)

HPV-100 class competitors must run the HPV4 or HPV5 exhaust pipe and header but any approved piston port engine is legal. (See Fig. 40-A). **Note:** The HPV5 exhaust pipe is the same as the HPV4 except that it has one less cut and weld to help miss the gear when mounting. The HPV5 is just

an enduro version of the HPV4.

Header specs.: No tapered headers. Flex to be max. 1.780"

OD, min. 1.600" ID; flex length, measuring from face of piston

to end of flex 11.0" min. Yamaha run RLV 26S.

5. SPRINT TAG SENIOR (Class #8): Per TaG USA rules posted on Tag USA website 60 days prior to Enduro National Championships.

Per KART, if you have to get out of the go-kart you may NOT

restart the engine. 2009 and newer engines are excluded.

6. SPRINT STOCK LEOPARD SENIOR (Class #9): Per TaG USA rules posted on Tag USA website 60 days prior to Enduro National Championships. The

following rules also apply:

a) SEAT: Must conform to FIG. 4 in the sprint section.

b) RADIATOR: Min. angle of 45 deg. from horizontal. No ducting to radiator allowed. Tape to control temperature is allowed.

c) TIRES: Tire compound must be listed under TaG USA rules. More than one set of tires may be used per day.

d) RESTARTING: Driver may not re-start engine during a race once he/she has gotten out of the kart.

e) 2009 and newer engines are excluded.

7. SPRINT 80CC SHIFTER (Class #10)

Same rules as Sprint CIK 125, except as described below:

a) Engines CR80/85, KX80/85, RM80/85, and YZ80/85

b) Carburetor: 28.5mm maximum at venturi, excluding air breather flange.

c) Max. displacement 85cc

d) At this time there is not a way to tech the ignition. The Enduro division will allow all digital or aftermarket ignitions.

e) Front brakes are optional.

8. SPRINT CIK 125 (Class #11) extensions/exceptions to sprint rules previously stated.

a) Wheelbase: 44" maximum - 40" minimum.

b) Engine: Mass produced single cylinder motorcycle engine with a maximum displacement of 125cc's. Engine must be currently available to the general public. Acceptable engines are Honda CR, Kawasaki KX, Suzuki RM, Yamaha YZ, Rotax models 126 and 127, Gilera, TM125MX, Mac Minarelli air or water, and 2001 ICC Reed Valve Pavesi and all I.K.F. or W.K.A. approved ICC engines. All ICC approved engines must be run in controlled condition.

2001 ICC Reed Valve Pavesi must be run in controlled configuration:

- 30mm (max venturi) carb
- minimum 13.4 cc combustion chamber volume
- 199° maximum exhaust duration

Any other engine may be submitted to the committee for consideration and final acceptance by the Divisional Board of Directors. Engines must be as produced for public consumption.

No "Special Factory" parts will be allowed. It

shall be the responsibility of the participant to have available in pre or post race technical inspection verifiable documentation containing proper dimensions and component

data for the engine. Crankshaft and connecting rod: must be OEM with no modifications. Shot-peening is allowed.

No moving components may be lightened. Piston assembly:

open, including piston, wrist-pin and circlips. Pistons may be coated. Cylinder head: water inlet holes may be modified to include removal and welding to accommodate after-market hose fittings.

c) Carburetor: One normally aspirated, float bowl type, single venturi. Size of carburetor, intake manifold and reed assembly are open. Fuel pump must be pulse type.

d) External modifications: Unless otherwise specified, all components must appear OEM. Kick starter may be removed and plugged.

e) Ignition: At this time there is not a way to tech the ignitions. The Enduro division will allow all digital or aftermarket ignitions .

f) Exhaust system: Open, must comply with established KART noise rules.

g) Transmission: Manual shift only. Maximum six forward speeds. Must contain OEM gear components and drive ratios

for that model and year of engine. OEM clutch must be used, after-market clutch discs of similar material as used by the factory may be used. Re-enforcement of the basket is legal.

h) Other: OEM water pumps must be retained. Catch containers must be used for radiator overflow. Chain guards are mandatory.

i) Frame: See sprint chassis specifications. Front brakes are mandatory. Maximum width not to exceed 55 inches.

j) Body work: CIK (short circuits) specifications (new or old style). Composite, aluminum, or high strength plastic; any manufacturer. (A) = 2" minimum; (B) = 12" maximum. Bodywork varying substantially from CIK-FMK homologated parts may be disallowed. Seat must be standard sprint type round bottom seat; 45° maximum inclination.

k) Road Race Suggested Start Format

Karts will be placed on the grid in side-by-side, staggered rows of 2. For Example:

The flag will be raised 60 seconds before the start.

The flag will be lowered to half-way at 30 seconds.

The flag will be raised back up to UP position at 10 seconds.

The flag will be dropped at 00 seconds.

Anyone leaving early will be subject to a Stop and Go penalty.

You may start your engine any time after the 60 second flag is raised.

You must be in your proper position by the 10 second mark or go to the rear of the grid.

9. VINTAGE ENGINES

a) A 30 lb. weight break will be allowed for pre-1989 engines.

b) Yamaha KT100S is to be considered a vintage engine in non-Yamaha classes.

Page 41, Sec. 8.E: delete 16.

Page 41, (Fig. 10): Is incorrect. The .420 max. figure should go to the top of the intake ports instead of the top of the exhaust port.

Add: Page 42, Sec. 8.F.6.h): Exhaust gasket must be in place.

Page 45, Sec. 8.I.5.: replace w/ "RODS: Connecting rod must be of original length and made of ferrous magnetic material.

Page 46, Sec. 8.J.7.: First sentence should read: Rod must be of original length and stock appearing.

Page 47, (Fig. 35): Add "I.D." to the dimensions (.715 max. and .680 min.) on the right hand side (Airbox inlet diagram).