

INTERNATIONAL SUPERKART SERIES TECHNICAL REGULATIONS 2009

This document prescribes the technical regulations for the Division 1 and Division S.
The Technical Regulations are based on the CIK-FIA regulations as published in the
CIK-FIA Annuaire du Sport Karting 2009 (AdK).

The technical part of this CIK-FIA Annuaire du Sport Karting can be found on www.cikfia.com

Division 1

According to the CIK-FIA regulations Division 1.

Division S(ingle)

This division is based on the CIK-FIA regulations Division 1 with the following exceptions:

Engine:

Eligible basic engines are as follows:

Rotax 257 (five or six gears)

Cagiva WMX 250/88 Cross

Honda CR250

Kawasaki KX250

KTM 544/545/546

Moto TM 250 Cross

Suzuki RM250 Z to V (1982 -1997 inclusive)

Yamaha YZ250.

Tuning Regulations:

Modifications to the **Division S** engine are allowed, except the following:

- a) Stroke;
- b) Bore (outside maximum limits);
- c) Connecting rod centre line. Magnetic material only;
- d) Crankshaft must be on the manufacturers parts list;
- e) External appearance of the engine other than carburettor, ignition system, carburettor rubber mounting, clutch cover, engine mounting points. The addition of a fuel pulse pump adapter is permitted;
- f) Number of carburettors one only. The material magnesium is not permitted;
- g) All systems of injection and/or spraying of products other than permitted fuel are forbidden;
- h) No form of electronic carburetion system. The ignition system type is open, but the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal. The advance and cartography may under no circumstances be modifiable (from the driving seat) under normal racing conditions.

Transmission/Gearbox: maximum of five gears except for Rotax 257 which can be 5 or 6.

Weight: The minimum weight will be 205kg for karts fitted with long circuit bodywork

Number plate: White number plates with black numbers. Dimensions and location as per CIK-FIA rules.

Experimental Engines

According to Superkart CIK-FIA regulations but without CIK-FIA approval.

For the development of specific experimental Superkart engines it is allowed to test these engines during our events. These engines are not eligible to scoring points for the event and the Series.

Appendix

Specific articles concerning Superkarts on www.ckfia.com

Article	AdK Page	Subject
2.3.4.3	281-282 (6-7)	Rear axle
2.4.1	282 (7)	Dimensions kart
2.5.1.2	283 (8)	Front bumper
2.5.2.2	286 (9)	Rear bumper
2.7.2	287-288 (12-13)	Bodywork
2.13	289 (14)	Seat
2.21.1	293-294 (18-19)	Fuel
2.22.2	297-298 (22-23)	Tyres
2.22.3	298 (23)	Bead retention
2.24	298-299 (23-24)	Racing numbers
2.27	301 (26)	Rear red light
3.2	301-302 (26-27)	Safety - Helmet and overall
4.2.1	302-303 (27-28)	Engine parts
9.1	305-306 (31-31)	Division 1 Specific Regulations