2019 Asian Karting Open Championship (AKOC)
TECHNICAL REGULATIONS

FORMULA 125 OPEN

FORMULA 125 OPEN

For 2019, Formula 125 Open will be the premiere class of the Asian Karting Open Championship (AKOC).

It will allow different 2 stroke 125cc engines available in the market to race against each other, using weight to equalize the different engines.

ENGINES & WEIGHTS 125 OPEN

MOTOR	WEIGHT
ROTAX MAX FR 125	160 KGS.
PARILLA X30	158 KGS.
ROK GP	160 KGS.
ROTAX MAX EVO	160 KGS.

Note 1: Weights may be subject to change through the year to equalize competition.
Note 2: It is the prerogative of the AKOC organizers to add any engine not presently included in the above list which will be subjected to testing and a corresponding weight would be recommended.

1. GENERAL ENGINE SPECIFICATION

1.1 INLET SILENCER / AIRBOX
*****OEM, as supplied with the engine from the manufacturer.

1.2 CARBURETORS
*****as supplied from the manufacturer, Jetting open. No modification on the manifold, carburetor, arm, throttle shaft and butterfly. Fuel should pass through stock metering orifices.

1.3 FUEL PUMPS
*****Must be of diaphragm pulse type, type and location are open.

1.4 IGNITION SYSTEM
*****OEM as per factory specifications.

1.5 PISTON/RINGS/BEARINGS
***** OEM as per factory specifications

1.6 EXHAUST SYSTEMS
*****Exhaust and silencers are supplied by manufacturer, OEM. No plating or ceramic coatings permitted.

1.7 CLUTCH
*****OEM, as supplied with engine from manufacturer. The engine Clutch must be triggered at 3,000 RPM maximum and make the kart with the Driver on board move forward.

1.8 COOLING SYSTEM
*****Coolant may not contain Glycol based material. Water or other surfactants may be added.

1.9 INTERNAL MODIFICATIONS
*****All internal modifications of any kind are strictly prohibited.

1.10 NUMBER OF ENGINES ALLOWED: 2 Pieces per driver

1.11 BATTERY
*****Battery is non tech, but must be of the same size and shape and must be the same amperage and voltage as OEM 12 volts 6.5/ 7.5 amperage hour.

1.12 SPARK PLUG
**** Denso Iridium : DENSO IRIDIUM (Must be mass produced type. E.G. IW27, IW29, IW31)

2. CHASSIS SPECIFICATION

2.1 CHASSIS – 1 Piece
All chassis homologated for ICA, or Rotax Max class or AKOC Certified

2.2 CHASSIS CONTRUCTION
*****Round tubing only, maximum diameter tubing 32.0mm. Material must be magnetic.

2.3 REAR AXLE
***** Maximum diameter tubing 50 mm. Material must be magnetic.

2.4 BRAKES
*****Front brakes not permitted.

2.5 BODYWORK
***** As per current CIK homologation.

2.6 CHASSIS ELIGIBILITY
*****As per current CIK homologation. All chassis homologated for ICA, or Rotax Max class or AKOC Certified

3. TIRE SPECIFICATION

3.1 DRY: Only Yokohama Advan .ADN compound with the following size will be permitted.

FRONT	4.5 X 10.0–5
REAR	7.1 X 11.0–5

Total number of slick tires allowed will be 2 sets.

3.2 WET: Only Yokohama Advan ADW with the following size will be permitted.

FRONT	4.5 X 10.0–5
REAR	6.0 X 11.0-5

Total number of wet tires allowed will be 2 sets.

Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed

4. DRIVER ELIGIBILITY

4.1 FORMULA 125 OPEN SENIOR
*****Minimum age of 14 years of age and above as of January 2019

5. DATA ACQUISITION
5.1 Gauges

*********Including Tach, Water Temp, Exhaust Gas Temp, Cylinder Head Temp and timer are permitted (including memory models).

6. REAR BUMPER
All karts should have CIK homologated Rear Bumper mounted securely on their karts.

7. FRONT BUMPER
All karts should have CIK homologated Front Bumper mounted securely on their karts.

FRONT FAIRING : The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory

The AKOC technical committee reserves the right to refuse front fairings, front fairing retaining systems or other components that do not meet the required standards.

The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying heats or final races), as described in the Technical Drawing CIK / FIA No. 2c and 2d.

8. CHAIN PROTECTION
All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crown wheel axis. In addition, it must incorporate efficient side protection.

9. TRANSPONDER POSITION
The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

125 JUNIOR Open

1. ENGINES & WEIGHTS – 125 Junior Open

ENGINE	WEIGHT
ROTAX MAX Junior	145 KGS.
ROK Junior	145 KGS.
Parilla X30 Jr	145 KGS.
ROTAX MAX Evo	145 KGS.

Note 1: Weights may be subject to change through the year to equalize competition.
Note 2: It is the prerogative of the AKOC organizer to add any engine not presently included in the above list which will be subjected to testing and a corresponding weight would be recommended.

2. CHASSIS – 1 Piece
As per description for Rotax FR125 Senior Max.
All chassis homologated for ICA,
** Front Brake System not allowed.**

3. ENGINE – 2 Pieces
The only engine permitted in this class is those stipulated in the preceding provision for ENGINES & WEIGHTS – Junior Open. The cylinder is to be of **Non-Power Valve type.** The engine is a single cylinder, liquid cooled, reed valve two strokes. All engines must be sealed between cylinder, crankcase, cylinder head and the reed valve block with an official seal to prevent modifications.

4. CARBURETTOR
As per description of the homologation for each particular engine manufacturer.

5. INTAKE SILENCER

As per description of the homologation for each particular engine manufacturer.

6. EXHAUST SYSTEM
As per description of the homologation for each particular engine manufacturer.

7. IGNITION SYSTEM
OEM as per factory specifications.

8. TRANSMISSION
Direct from engine to axle via a single length of chain. The clutch supplied with the engine must be used with its standard components. The engine Clutch must be triggered at 3,000 RPM maximum and make the kart with the Driver on board move forward.

9. BRAKES
Hydraulic disc brakes operating on rear wheels only. Front brakes not permitted.

10. TYRES

YOKOHAMA	DRY:	.ADN	Front 4.5 x 10.0-5 Y801 Rear 7.1 X 11.0-5 Y801
	WET:	ADW	Front 4.5 x 10.0-5 Rear 6.0 x 11.0-5

Total number of slick tires allowed will be 2 sets.
Total number of wet tires allowed will be 2 sets.

Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed.

11. DRIVER ELIGIBILITY - Age Limit
Drivers who are between 12-15 years of age (reaching their 13th birthday during the calendar year) on the date when the Licence is issued.

12. LICENSE – International C Junior.

13. Number Plates Red with White number.
Red with white number (Number should be allocated by the Organizer).

14. SPARK PLUG– Denso Iridium

15. REAR BUMPER
All karts should have CIK homologated Rear Bumper mounted securely on their karts.

16. FRONT BUMPER
All karts should have CIK homologated Front Bumper mounted securely on their karts.

FRONT FAIRING : The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory

The AKOC technical committee reserves the right to refuse front fairings, front fairing retaining systems or other components that do not meet the required standards.

The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying heats or final races), as described in the Technical Drawing CIK / FIA No. 2c and 2d.

17. CHAIN PROTECTION
All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crownwheel axis. In addition, it must incorporate efficient side protection.

18. TRANSPONDER POSITION
The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

FORMULA 125 MASTER

FORMULA 125 MASTER

MOTOR	WEIGHT
ROTAX MAX FR 125	170 KGS.
PARILLA X30	168 KGS.
ROK GP	170 KGS.
ROTAX MAX EVO	170 KGS.

Note 1: Weights may be subject to change through the year to equalize competition.
Note 2: It is the prerogative of the AKOC organizers to add any engine not presently included in the above list which will be subjected to testing and a corresponding weight would be recommended.

1. GENERAL ENGINE SPECIFICATION

1.1 INLET SILENCER / AIRBOX
*****OEM, as supplied with the engine from the manufacturer.

1.2 CARBURETORS
*****as supplied from the manufacturer, Jetting open. No modification on the manifold, carburetor, arm, throttle shaft and butterfly. Fuel should pass through stock metering orifices.

1.3 FUEL PUMPS
*****Must be of diaphragm pulse type, type and location are open.

1.4 IGNITION SYSTEM
*****OEM as per factory specifications.

1.5 PISTON/RINGS/BEARINGS
***** OEM as per factory specifications

1.6 EXHAUST SYSTEMS
*****Exhaust and silencers are supplied by manufacturer, OEM. No plating or ceramic coatings permitted.

1.7 CLUTCH
*****OEM, as supplied with engine from manufacturer. The engine Clutch must be triggered at 3,000 RPM maximum and make the kart with the Driver on board move forward.

1.8 COOLING SYSTEM
*****Coolant may not contain Glycol based material. Water or other surfactants may be added.

1.9 INTERNAL MODIFICATIONS
*****All internal modifications of any kind are strictly prohibited.

1.10 NUMBER OF ENGINES ALLOWED: 2 Pieces per driver

1.11 BATTERY
*****Battery is non tech, but must be of the same size and shape and must be the same amperage and voltage as OEM 12 volts 6.5/ 7.5 amperage hour.

1.12 SPARK PLUG
**** Denso Iridium : DENSO IRIDIUM (Must be mass produced type. E.G. IW27, IW29, IW31)

2. CHASSIS SPECIFICATION

2.1 CHASSIS – 1 Piece
All chassis homologated for ICA or Rotax Max class

2.2 CHASSIS CONTRUCTION
*****Round tubing only, maximum diameter tubing 32.0mm. Material must be magnetic.

2.3 REAR AXLE
***** Maximum diameter tubing 50 mm. Material must be magnetic.

2.4 BRAKES
*****Front brakes not permitted.

2.5 BODYWORK
***** As per current CIK homologation.

2.6 CHASSIS ELIGIBILITY
*****As per current CIK homologation. All chassis homologated for ICA, or Rotax Max class or AKOC certified.

3. TIRE SPECIFICATION

3.1 DRY: Only Yokohama Advan .ADN compound with the following size will be permitted.

FRONT	4.5 X 10.0–5
REAR	7.1 X 11.0–5

Total number of slick tires allowed will be 2 sets.

3.2 WET: Only Yokohama Advan ADW with the following size will be permitted

FRONT	4.5 X 10.0–5
REAR	6.0 X 11.0-5

Total number of wet tires allowed will be 2 sets.

Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed

4. DRIVER ELIGIBILITY

4.1 FORMULA 125 MASTER
***** Drivers who are between 30 - 40 years of age as of January 01, 2019

5. DATA ACQUISITION

5.1 Gauges
*****Including Tach, Water Temp, Exhaust Gas Temp, Cylinder Head Temp and timer are permitted (including memory models).

6. REAR BUMPER
All karts should have CIK homologated Rear Bumper mounted securely on their karts.

7. FRONT BUMPER
All karts should have CIK homologated Front Bumper mounted securely on their karts.

FRONT FAIRING : The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory

The AKOC technical committee reserves the right to refuse front fairings, front fairing retaining systems or other components that do not meet the required standards.

The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying heats or final races), as described in the Technical Drawing CIK / FIA No. 2c and 2d.

8. **CHAIN PROPTECTION**
All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crown wheel axis. In addition, it must incorporate efficient side protection.

9. **TRANSPONDER POSITION**
The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

FORMULA 125 VETERAN

FORMULA 125 VETERAN

ENGINES & WEIGHTS 125 VETERAN

MOTOR	WEIGHT
ROTAX MAX FR 125	170 KGS.
PARILLA X30	168 KGS.
ROK GP	170 KGS.
ROTAX MAX EVO	170 KGS.

Note 1: Weights may be subject to change through the year to equalize competition.
Note 2: It is the prerogative of the AKOC organizers to add any engine not presently included in the above list which will be subjected to testing and a corresponding weight would be recommended.

1. GENERAL ENGINE SPECIFICATION

1.1 INLET SILENCER / AIRBOX
*****OEM, as supplied with the engine from the manufacturer.

1.2 CARBURETORS
*****as supplied from the manufacturer, Jetting open. No modification on the manifold, carburetor, arm, throttle shaft and butterfly. Fuel should pass through stock metering orifices.

1.3 FUEL PUMPS
*****Must be of diaphragm pulse type, type and location are open.

1.4 IGNITION SYSTEM
*****OEM as per factory specifications.

1.5 PISTON/RINGS/BEARINGS
***** OEM as per factory specifications

1.6 EXHAUST SYSTEMS

*********Exhaust and silencers are supplied by manufacturer, OEM. No plating or ceramic coatings permitted.

1.7 CLUTCH
*********OEM, as supplied with engine from manufacturer, and as per factory specification. Clutch engagement must not exceed 3,000 RPM.

1.8 COOLING SYSTEM
*********Coolant may not contain Glycol based material. Water or other surfactants may be added.

1.9 INTERNAL MODIFICATIONS
*****All internal modifications of any kind are strictly prohibited.

1.10 NUMBER OF ENGINES ALLOWED: 2 Pieces per driver

1.11 BATTERY
*****Battery is non tech, but must be of the same size and shape and must be the same amperage and voltage as OEM 12 volts 6.5/ 7.5 amperage hour.

1.12 SPARK PLUG
**** Denso Iridium : DENSO IRIDIUM IW27,IW29,IW31

2. CHASSIS SPECIFICATION

2.1 CHASSIS – 1 Piece
All chassis homologated for ICA, or Rotax Max class or AKOC certified

2.2 CHASSIS CONTRUCTION
*****Round tubing only, maximum diameter tubing 32.0mm. Material must be magnetic

2.3 REAR AXLE
***** Maximum diameter tubing 50 mm. Material must be magnetic

2.4 BRAKES
*****Front brakes not permitted.

2.5 BODYWORK
***** As per current CIK homologation.

2.6 CHASSIS ELIGIBILITY
*********As per current CIK homologation. All chassis homologated for ICA, or Rotax Max class or AKOC certified

3. TIRE SPECIFICATION
3.1 DRY: Only Yokohama Advan .ADN compound with the following size will be permitted.

FRONT	4.5 X 10.0–5
REAR	7.1 X 11.0–5

Total number of slick tires allowed will be 2 sets.

3.2 WET: Only Yokohama Advan ADW with the following size will be permitted.

FRONT	4.5 X 10.0–5
REAR	6.0 X 11.0-5

Total number of wet tires allowed will be 2 sets.

Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed

4. DRIVER ELIGIBILITY
4.1 FORMULA 125 VETERAN
Drivers must have celebrated their 40th birthday on 1 January 2019

5. DATA ACQUISITION
5.1 Gauges
*********Including Tach, Water Temp, Exhaust Gas Temp, Cylinder Head Temp and timer are permitted (including memory models).

6. REAR BUMPER
All karts should have CIK homologated Rear Bumper mounted securely on their karts.

7. **FRONT BUMPER**
All karts should have CIK homologated Front Bumper mounted securely on their karts.

FRONT FAIRING : The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory

The AKOC technical committee reserves the right to refuse front fairings, front fairing retaining systems or other components that do not meet the required standards.

The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying heats or final races), as described in the Technical Drawing CIK / FIA No. 2c and 2d.

8. **CHAIN PROTECTION**
All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crown wheel axis. In addition, it must incorporate efficient side protection.

9. **TRANSPONDER POSITION**
The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

ROTAX MAX – SENIORS

This class endeavors to provide, at Club level, performance approaching that of conventional 100cc racing karts combined with low running costs and low noise levels. It is expected that the class will continue to evolve during its early life and the promoters reserve the rights to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy and the wishes of competitors. Reference Technical Specifications issued 01-2005.

A. Chassis – 1 piece
Chassis must be CIK homologated or sanctioned by the 9authorized Rotax Distributor. Maximum diameter of chassis tubing 32.0 mm rounds tubing only. Rear axle maximum diameter: 50mm. Only one chassis allowed per driver.

B. Engine – 2 pieces
The only engine permitted in this class is the Rotax FR125 MAX**.** This engine is a single cylinder, liquid cooled, reed valve two strokes. All engines must be sealed between cylinder, crankcases, cylinder head and reed valve block with an official Rotax seal to prevent modification.

All engines are issued with an official identity card. It is the competitor's responsibility to ensure that the numbers inscribed on the engine and seal must correspond with those on the identity card at all times. Only authorized dealers will be issued with seals for use during maintenance of the engines. The identity card must be filled in and signed by the authorized distributor. The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineers. The card must be collected by the competitor at the end of the race meeting. Should a seal become damaged, loose or lost during racing it must be reported to the scrutineers before leaving Parc Ferme. The scrutineers may at his discretion re-seal the engine. The new seal number must be entered in the engine's identity card and signed by the scrutineer.

The engine and its ancillaries may not be modified in any way and must conform to the official Technical Specifications. The engine must be raced in standard form as manufactured by Rotax. Filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden. The addition of material to any component is not allowed. All parts used in or on the engine must be of original manufacture or source except where expressly allowed. The engine is to be used with air box, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by the manufacturer. The radiator must be fitted to the right hand side of the engine using standard hoses and connections supplied by Rotax.

C. Carburetor

Dell'orto VHSB 34QD or VHSB 34QS stamped in the housing of the Carburetor. All parts of the carburetor including the body are to be unmodified and run as supplied from the manufacturer. The only adjustments allowed are the main jet, external airscrew, and needle position on the four grooves provided. Needle jet – FN266. Jet needle K27 or K98. Following two combination of floats and idle jets are legal:

Combination 1: floats marked with "gr 5.2", slide 40, Idle jet stamped with the digits "30", idle jet insert stamped with digits "30", Start jet stamped with the digits "60". Setting of the adjustment screw are free. Float marked with "gr 5.2", slide 40, idle jet stamped with the digits "30", idle jet insert stamped with digits "30", Start jet stamped with the digits "60".

Combination 2: floats marked with "gr 3.6", slide 40, idle jet stamped with the digits "60", idle jet insert stamped with digits "60", Start jet stamped with the digits "60". Settings of the adjustment screw are free. Float marked with "gr 3.6", Slide 40, Idle jet stamped with the digits "60", Idle jet insert stamped with digits "60", Start jet stamped with the digits "60".

D. INTAKE SILENCER AIR BOX.

The air box supplied with the engine must be unmodified & used with its filter in place.

a. In dry race conditions, the air box MUST be positioned with inlet trumpets to the bottom of the box.
b. In wet conditions i.e. when declared a wet race by the Clerk of the Course, the air box may be fitted in any position.
c. If the meeting is declared open – kart on wet tires – position free, Kart on dry tires – position as dry.

E. Exhaust system

The exhaust system and silencer may not be modified in any way except for the pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. It is permitted to paint the exhaust system with black paint and replace the sound absorption material to retain its efficiency. The use of any other coating/plating is not allowed. Standard exhaust couplings must be used.

F. Transmission

Direct from the engine to the rear axle via a single length of chain. The clutch supplied with the engine must be used with its standard components. No modifications allowed.

G. Brakes

Front brake not permitted.

H. Tires

YOKOHAMA DRY: ADN Front 4.5 x 10.0-5 Y801

Rear 7.1 X 11.0-5 Y801

WET: ADW Front 4.5 x 10.0-5
Rear 6.0 x 11.0-5

Total number of slick tires allowed will be 2 sets
Total number of wet tires allowed will be 2 sets.

Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed

I. Weight
Minimum weight of the kart and driver shall be 160kg.

J. Age Limit
This class is open to any driver who must have the minimum age of 14 years old before the start of the Series.

K. Equipment
Each driver shall be entitled to submit at Scrutineering the following equipment.
Chassis: 1
Engines: 2

L. License – National / International C Asian Zone

M. Spark Plug : Denso Iridium (Must be mass produced type. E.G. IW27, IW29, IW31)

N. REAR BUMPER
All karts should have CIK homologated Rear Bumper mounted securely on their karts.

O. FRONT BUMPER
All karts should have CIK homologated Front Bumper mounted securely on their karts.

P. TRANSPONDER POSITION
The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

MINI ROK Technical Regulations

No direct drive gear system is permitted. All engines must be fitted with CENTRIFUGAL CLUTCHES. No oil clutches are permitted.

1. Chassis: Must be Cadet kart CIK approved or AKOC certified.

2. Engine: Vortex Mini ROK 60 cc Engine
Please use the IDENTIFICATION SHEET which VORTEX published
www.vortex-rok.com

3. Carburetor: Stock,. Main jet & idle jet is open. Emulsion tube model is free but must be original Dellorto. Needle is open but must be original Dellorto.

4. Weight: Minimum weight of kart and Driver must be 110kg

5. Tires: YOKOHAMA ADVAN

DRY 1 SET (2Pcs Front & 2 Pcs Rear) + 1 Pc Spare

Front: Yokohama SL83 size 3.6 x 10.0 – 5
Rear: Yokohama AAG size 5.0 x 11.0 - 5
Spare: One (1) piece only

WET: 1 SET (2 Pcs Front & 2 Pcs. Rear)

ADW Front – 4.5 x 10.0-5
Rear – 6.0 x 11.0-5

6. DRIVER ELIGIBILITY - Age Limit
Drivers who are between 9 - 12 years of age as of January 01, 2019

7. SPARK PLUG - Denso Iridium (Must be mass produced type. E.G. IW27, IW29, IW31)

8. CHAIN PROTECTION
All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crownwheel axis. In addition, it must incorporate efficient side protection.

9. TRANSPONDER POSITION
The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

10. REAR AXLE
Material : Magnetic (composite material not allowed)
Minimum Thickness : 5 mm +/- 0.5 mm
Minimum Diameter : 30 mm.
Minimum Width : 960 mm, +/- 10 mm

11. FRONT BUMPER
All karts should have CIK homologated Front Bumper mounted securely on their karts.

FRONT FAIRING : The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory

The AKOC technical committee reserves the right to refuse front fairings, front fairing retaining systems or other components that do not meet the required standards.

The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying heats or final races), as described in the Technical Drawing CIK / FIA No. 2c and 2d.

CADET Technical Regulations

1. Chassis: Must be Cadet kart CIK approved or AKOC certified.

2. Engine: Only AKOC Homologated and sealed GX 200 Honda engine is allowed

3. Weight: Minimum weight of kart and Driver must be 110kg

4. Tires: YOKOHAMA ADVAN
DRY: 1 SET (2 Pcs Front & 2 Pcs. Rear) + 1 Pc Spare
Front: Yokohama SL83 size 3.6 x 10.0 – 5
Rear: Yokohama AAG size 5.0 x 11.0 - 5
Spare: One (1) piece only

WET: 1 SET (2 Pcs Front & 2 Pcs. Rear)

ADW Front – 4.5 x 10.0-5
Rear – 6.0 x 11.0-5

6. DRIVER ELIGIBILITY - Age Limit
Drivers who are between 7 - 12 years of age as of January 01, 2019

7. SPARK PLUG - Denso Iridium (Must be mass produced type. E.G. IW27, IW29, IW31)

8. Chain Protection
All karts must be fitted with a chain and sprocket cover. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crownwheel axis. In addition, it must incorporate efficient side protection.

9. TRANSPONDER POSITION
The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat

10. REAR AXLE
Material : Magnetic (composite material not allowed)
Minimum Thickness : 5 mm +/- 0.5 mm
Minimum Diameter : 30 mm.
Minimum Width : 960 mm, +/- 10 mm