

INTERNATIONAL SUPERKART SERIES 2010 TECHNICAL REGULATIONS

This document prescribes the technical rules for the Division 1 and Division S(ingle). The Technical Regulations are based on the CIK-FIA regulations as published in the CIK Karting Yearbook 2010.

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

Division 1

According to the CIK regulations Division 1

Division S

--- **Engine:** Eligible engines are as follows:

- Rotax 257 (either five or six gears)
- Cagiva WMX 250/88 Cross
- Honda CR250
- Kawazaki KX250
- KTM 544/545/546
- Moto TM Cross 250
- Suzuki RM250 Z to V (1982-1997 inclusive)
- Yamaha YZ250

--- **Tuning Regulations for Division S**

Modifications to the engine are allowed, provided the following are not varied.

- 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 (1 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

--- **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 the Rotax 257 which can be used in 5 or 6

--- **Weights** - The minimum weight will be 205kg for karts fitted with long circuit bodywork and 195kg for karts fitted with short circuit bodywork

--- **Plates:** white number plates with black numbers. Dimensions and location as per CIK rules

Experimental Engines

According to Superkart CIK regulations but without CIK approval.

For the development of those 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 championship.

Appendix

Specific articles concerning Superkarts on www.ckfia.com

Article	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