



# Four Stroke Karting

## HONDA GX200 Series

## Engine Technical Specifications

Version 1.0 – April 2019

## Overview

These specifications have been prepared by the Goulburn Kart Club.


Engines will be supplied by the Goulburn Kart Club or its appointed agents in a sealed ready to race configuration.

Should any maintenance or repairs be necessary, engines must be presented to the Goulburn Kart Club, or its appointed agents, for re-sealing to establish such engines eligibility for competition.

## Specifications

<b>Description</b>	<b>Additional Information</b>
Engines permitted	GX200UT QXU or GX200UT2 QX2 Honda 6.5 HP
Mandatory Engine Sealing	Must be sealed by Goulburn Kart Club or one of its appointed agents.
Valve Lapping	Valves and valve springs must be a Honda genuine manufactured component. Fitting of Honda exhaust valve, part no. 14721-ZH8-810 is permitted and supplied in all SEKNSW supplied engines. The exhaust valve rotator and matching retainer may be fitted to the inlet valve.
Outside end of crankshaft modifications	Modifications to the outside end of the crankshaft are permitted to allow the provision of additional clutch keyways. A maximum of three additional keyway slots may be cut in each crankshaft with the dimensions in depth and length, the same as the original crank keyway slot
Cylinder head polishing	No polishing or modifications of the cylinder head, combustion area, inlet tract or exhaust port tract is permitted. Carbon removal must be achieved by chemical agents only. It would not be expected to see casting marks or imperfections removed.
UT1 & UT2 carburettors	Fitting of alternative carburettor jets are allowed as follows: Size 68: Honda part no. 99101-ZH8-0680 Size 70: Honda part no. 99101-ZH8-0700 Size 72: Honda part no. 99101-ZH8-0720 Size 75: Honda part no. 99101-ZH8-0750 Size 78: Honda part no. 99101-ZH8-0780 Other than the allowable listed jets the carburettor is to be a standard GX 200 QXU / QX2 unit including standard emulsion tube and must match the engine type (i.e. UT1 engines must have a UT1 carburettor utilising a UT1 emulsion tube and UT2 can only use UT2 carburettor and UT2 emulsion tube). Carburettors must have the OEM mixture screw at all times Permissible Carburettors are as follows: GX200UT - QXU engines: 16100-ZOV-921 GX200UT2 - QX2 engines: 16100-Z4V-921 Carburettor linkage may be modified to accept alternate linkage set ups but the shaft must remain unaltered.
Air filters and base plates	Substitution or complete removal of the renewable paper/foam air filter is permitted, however the outer air filter casing, including the base plate must remain as standard and in place. No modification of any kind to the outer air filter housing or base plate is permitted.

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Gearing	Final drive gearing will be fixed (20 x 66) unless otherwise specified.
Noram GE20 clutch	All karts must be fitted with dry air cooled Noram style GE20 centrifugal clutches which cannot be adjusted whilst fitted to the motor. Clutches will be used to transmit the drive with a maximum engagement speed of not more than 2,500 rpm engine speed. Only standard Noram clutch springs are permitted for use. Only standard Noram GE20 clutch shoes may be used. Either the Noram GE20 light or heavy shoe with no modifications are permitted
Reboring	Reboring is not permitted. No sleeving or surface material change to the bore is permitted. No other metal removal from any component is permitted.
Governor mechanism	Removal of governor mechanism is permitted and if completely removed the hole in the crank case must be sealed to prevent oil leakage.
Valves and valve springs	Valves and valve springs must be a Honda genuine manufactured component. Fitting of Honda exhaust valve, part no. 14721-ZH8-810 is permitted and supplied in all SEKNSW supplied engines. The exhaust valve rotator and matching retainer may be fitted to the inlet valve.
Crankshaft modifications	Modifications to the outside end of the crankshaft are permitted to allow the provision of additional clutch keyways. A maximum of three additional keyway slots may be cut in each crankshaft with the dimensions in depth and length, the same as the original crank keyway slot.
Cylinder head	No polishing or modifications of the cylinder head, combustion area, inlet tract or exhaust port tract is permitted. Carbon removal must be achieved by chemical agents only. It would not be expected to see casting marks or imperfections removed. The head fitted to the engine should be of the same style of head fitted from the factory for the engine type. The fitting of lower cc heads to increase compression is not allowed. The sanding of head or block surface to remove gaskets is not permitted. The factory original machine marks should be visible at all times.
Exhausts	Exhausts are either to be the standard Honda muffler including heat shield or the control aftermarket exhaust supplied by the Goulburn  Kart Racing Club. *Aftermarket exhaust shown.
Other Allowances	Valve lapping is permitted and honing is permitted – refer to section T8.