

# JAMAICA RACEWAY CLONE KARTING RULE'S 2012

THESE RULES TAKE EFFECT 1/1/2012

**1. ALL PARTS ARE TO BE STOCK FACTORY PRODUCTION**

**2. THERE IS ABSOLUTELY NO MACHINE OR ALTERATION OF PARTS UNLESS SPECIFICALLY NOTED.**

**3. SPEC EXHAUST:** ANY HEADER WITH IKF /WKA / ( STOCK (RLV 4106 EXHAUST MUFFLER ONLY.) ) PIPE MUST BE DOUBLE NUTTED OR SAFETY WIRED. MUFFLER MUST BE SAFETY WIRED ALSO. AND SILENCER MUST BE SUPPORTED BY CLAMPED ON BRACE TO SECURE IT IN PLACE. NO AFTERMARKET COATING OF ANY TYPE ARE PERMITTED. HEADER RAPP ONLY FOR SAFTEY. EXCEPT PUTT PUTT CLASS. SEE CLASS STRUCTURE #1

**4. CLUTCH:** ALL GAS CLASSES MAY RUN ANY SHOE DRUM STYLE CLUTCH.

**5. CARBURETOR/FUEL PUMP GAS ONLY. FLOOR MOUNT TANK AND PULSE TYPE PUMP ARE MANDATORY AND IS ALLOWED TO PULSED FROM EITHER THE CRANKCASE OR THE VALVE COVER.** Carburetor requirements: Huayi OR RUI\*ING model carb only. Carb to intake sealer is gasket only no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. Venturi .615" NO-GO. Rear carb bore .751" NO-GO. Main fuel jet .042" NO-GO. [Low speed idle jet is a Non Tech item.](#) Stock emulsion tube must be used and unaltered, .066' max ID (no pass through). [Side holes in E-Tube 4 holes max in bottom section and 20 holes max in top section.](#) [Minimum E-Tube length 1.092".](#) Throttle shaft - .115" minimum. Butterfly - .037" minimum. Aftermarket air filter adapter allowed (max length of 1.375).

**6. Fuel Tank Requirements:** Floor Mounted fuel tank mandatory (stock tank must be removed). Pulse type fuel pump allowed.

**7. Fuel Pump Requirements:** Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

**8. Cylinder Head Requirements:** Must be OEM casting only. Porting and / or grinding are not permitted. Valve seats are two angles 45 degrees valve face and 30 degrees top relief. Intake seat maximum ID .897", Exhaust seat maximum ID .862". [Outside face of valve may not be below floor of combustion chamber \(i.e. don't sink the valves\).](#) Stock head bolts only, Head gasket/s maybe after market, must be of stock configuration, [gasket thickness is a non tech item.](#) [Depth check between the valves, front to back and side to side may not vary by more than .005" max.](#) No copper or aluminum gaskets allowed. Any stock configuration exhaust gasket allowed no other sealer.

**9. Combustion chamber volume:** 26.5 cubic centimeter minimum, with piston at TDC, using prescribed procedure. The Liquid CC check is the official check ((IF THE ENGINE FAILS THE CC LIQUID CHECK AT ANY TIME DURING THE TECH PROCEDURE IT MUST BE CALLED ILLEGAL)

**10. Block Requirements:** Stock cylinder bore is 2.685" max. Stroke is 2.123" + .010" or - .005". No piston pop out allowed. Matting surface finish of block and cylinder head is a non-tech item, surfacing of both to correct gasket failure and meet cc check allowed [however, no piston pop out is allowed](#). May use 2 side cover gaskets of stock configuration. Block must remain stock as produced. Stub for governor may be removed and hole plugged. No machining of block allowed. Welding to the block shall be for rod damage repair only and may not constitute a functional modification.

**11. Valve Train:** Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms 1:1 ratio and push rods only. Stock valves only 45 Degree angle only both valves, Intake valve Max OD [.982" +/- .005"](#) and Exhaust valve Max OD [.948" +/- .005"](#), no modifications allowed. Only Box Stock valve springs. ([Installed Height for valve springs .815"](#), must be checked by using the [.815" spring must go gauge with retainer seal in place on intake an exhaust valve if used.](#)) Prescribed check procedure as follows – Remove valve spring, reinstall spring retainer, insert [.815"](#) must go gauge in spring location. Gauge must go in both locations Intake and Exhaust with any allowed retainers in place, as raced, during check procedure. Max wire diameter on spring wire is [.071"](#) with a maximum tension of 10.8 lbs. at a height of [.850"](#). Lash cap on exhaust valve only. [Valve stem seal allowed on Intake and Exhaust valve, maximum lip thickness of .027". Minimum thickness of Intake retainer .230", Exhaust retainer .250".](#) BS lifters only, no modifications allowed.

**12. Ignition system:** Stock Box Stock system only and must be unaltered. Kill switch and low oil sensor may be disabled and removed. Flywheel: Box Stock flywheel only (5lbs 4oz minimum) including plastic fins. [BSFW-1 steel billet flywheel allowed, same weight check as stock flywheel.](#) No alterations of any type allowed. Timing and flywheel key is [NON-TECH](#)

**13. Piston and Rings:** Must be unaltered Box Stock only. No machining of piston and rings allowed.

**14. Connecting Rod:** Stock Box Stock rod only. No machining of any type allowed. Stock rod bolts only.

**15. Crankshaft Requirements:** Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180"max - 1.168" min.

**16. Camshaft Requirements:** Stock camshaft cores only, ez-spin assy must remain as stock. Cam lobe base circle diameter .865" -.005"/+.010" Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 219 degrees at .050 lift/86 degrees at .200 lift. Exhaust duration of 222 degrees at .050" lift/97 degrees at .200" lift. Max Intake lift on cam .225" – Min .215"lift taken at the pushrod. Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash. Max Exhaust lift on cam .232" – Min .222" lift taken at the pushrod. Max Exhaust Lift at the valve .242" Taken on valve spring retainer with zero lash. (To achieve zero valve lash for checking running lift, preload dial indicator by .001".)

**17. Blower Housing Assembly:** pull starter must be present and remain stock. Pull starter may be rotated for a better crank angle.

**18. Important Note:** Any attempt to increase the RPM 's of the BOX STOCK PROJECT, Stock Classes, engine (example: stronger / non stock valve springs or decreasing exhaust restriction from stock levels) is strictly prohibited.  
**Note:** Under no circumstances is #6618 type flywheel allowed in the Box Stock (Stock Classes),Stock Flywheel ONLY. No other alterations to or from stock components are allowed

ALL CLASSES ARE BASE OFF THE SINGLE CYLINDER 4 CYCLE 2 VALVE 6,5 OHV CLONE ENGINE ANY COLOR THAT MEETS SPECS.

## **CLASS STRUCTURE**

**1. CLONE PUTT PUTT:** ( BOX STOCK MOTOR, MAY RUN STOCK EXHAUST, MAY RUN STOCK TANK, AIR FILTER, OR TOP PLATE, FUEL TANK ON KART, K&N AIR FILTER WITH ADAPTOR WITH .425 RESTRICTOR AND AKRA HEADER/MUFFLER. (CALLED WEINER PIPE)

**2. CLONE JR I AGE: 8 – 12 YEARS 235 LBS.** .500 INCH MAXIMUM INTAKE RESTRICTOR PLATE. ANY HEADER WITH RLV 4106 MUFFLER.

**3. CLONE JR II AGE: 12 – 15 YEARS 300 LBS.** .550 INCH MAXIMUM INTAKE RESTRICTOR PLATE. ANY HEADER WITH RLV 4106 MUFFLER

**4. ADULTS CLONE GAS CLASS: AGE: 15 – UP.** WEIGHT CLASSES: #350 MEDIUM AND #400 HEAVY. ANY HEADER WITH RLV 4106 MUFFLER

**ANY QUESTIONS: CALL :641-429-3050 JAMAICA KART SHOP / RANDY**