

CANADIAN FORMULA C200 RULES V1.5

Special Note: *These classes are intended for participation by Novice Competitors (racers without previous karting experience) in an effort to bring new participants into our sport. We also encourage the use of 2005 and older model chassis for these classes. Should you wish to purchase a new model chassis it is recommended that you purchase one of the new budget models available.*

Description: Single cylinder, 2 valve, OHV 4 cycle 6.5 HP.

Eligible Engines: Honda GX200 – 6.5 HP

OHV 6.5 HP engines of compatible design and parts interchange ability with the GX200 (Chinese clones).

Important Note: All parts must be stock factory production parts unless otherwise specified in this rules manual. No machining or alteration of parts is allowed unless specifically noted. All parts will be subject to a comparison to a known stock part (when performing a comparison check it is recommended to use a +/- .005" tolerance). Engine will be teched as raced.

Combustion chamber volume: 29.5 cubic centimetre minimum, with piston at TDC, using prescribed procedure.

Head Gasket Requirements: Must be of stock configuration. Minimum thickness is 0.008 in..

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. Stock head bolts only, must have four. Head mating surface must remain in its unaltered stock condition.

Bore and Stroke: Stock cylinder bore is 2.685" max. Stroke is 2.123" +/- .005".

Piston and rings: Standard size piston and rings only allowed. No oversize pistons or rings permitted. No machining of piston and rings allowed.

Carburetor requirements: Carburetor and all internal parts except for the main jet size must remain stock to the engine used. 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. Choke bore .810" NO-GO. Main fuel jet .035" NO-GO. Rear carb bore .751" NO-GO. Venturi NO-GO for Honda GX200 – 0.575" or for 6.5 OHV Chinese clone engines – 0.615".

Air Filter: Option one - Stock air cleaner assembly only.

Option two – Air filter and filter adapter per ASN Canada Technical rule 21.1.

Valve Train: Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms and push rods only. Stock valves only 45 degree angle only both valves, no modifications allowed.

Valve springs: Stock or Honda G200 (part number 14751-883-000) valve springs permitted per ASN Canada Technical rule 23.j. Valve springs may not be shimmed.

Ignition system: Stock system only and must be unaltered. Kill switch must be functional and mounted on the engine in reach of the driver. Low oil sensor may be disabled and removed. Sparkplug connector may be replaced with a non stock part. If the sparkplug connector does not have a "pull-off" handle a zip tie must be attached as a pull handle. Spark plug may be any 0.750" reach single side electrode non platinum type. Sparkplug gasket is open.

Flywheel: Stock flywheel only with plastic fins. No alterations of any type allowed.

Flywheel key: Formula C200 Cadet – Stock unaltered key only.
Formula C200 Junior – Key may be modified or omitted.
Formula C200 Senior – Key may be modified or omitted.

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

Crankshaft Requirements: 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”- 1.175” min.

Camshaft Requirements: Stock as cast camshaft only. Maximum running lift of .245” checked at valve as run. Camshaft must also conform to ASN Canada Technical rule 26.2.

Block Requirements: Block must remain stock as produced. Stub for governor may be removed and its hole plugged. No machining of block allowed except for the deck surface. Welding to the block shall be for rod damage repair only and may not constitute a functional modification.

Parts replacement: Worn or damaged parts may be replaced as needed with original, jobber or genuine Honda parts, except for the following major parts that may not be replaced:

Block, Head, Crankshaft, Camshaft, Flywheel and Carburetor.

Exhaust system:

Formula C200 Cadet: Stock unaltered muffler assembly with heat shield.

Formula C200 Junior and Formula C200 Senior: Header with silencer per ASN Canada Technical rule 25.2 with the following exceptions allowed.

The following optional silencers are allowed in lieu of the RLV B91-1`. Princess Auto 8197725 or 8197758, Canadian Tire 60-7087-8, Briggs 392989 and their equivalent jobber parts.

A steel pipe fitting may be welded or clamped to the header for attachment of one of the optional silencers. This fitting must be within the overall header length required.

If a silencer is attached by pipe thread, a secondary positive means of locking the thread or securing the silencer to the kart must be included.

Fuel System: Floor mounted fuel tank and pulse driven pump to be used in accordance with ASN Canada Technical rule 21.5.

Clutch: Allowable clutches only include – Max Torque model SS and Comet 400 series both being metal shoe / garter spring type. Clutch must be run in its un-altered stock condition. Driver size is optional.

Tires: Clubs and regional organizations are encouraged to specify a single tire size and compound for the Formula C200 classes, taking into account cost and longevity. BCKCA will tender the tire requirements to all dealers servicing the region and select a tire to be used for a three year period.

Suggested tires: Bridgestone YJL
Vega SL8
Dunlop SL3
Maxxis HG1
MG – AZ (red)
MOJO D1