

Kart Technical Exception Class Approval

Ref: **KTE-2014-229**

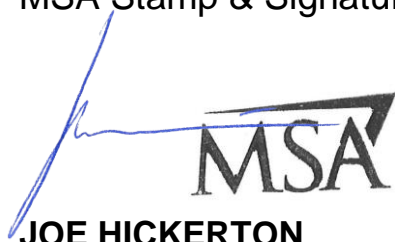
The MSA can confirm that ABkC has been granted permission to run the 450 4-stroke Gearbox (short circuit) Class in the UK. Class Regulations will be reviewed by the MSA on a yearly basis.

Details:

Class Regulations as attached.

Date Approved: 08 April 2014

MSA Stamp & Signature:



MSA

JOE HICKERTON
MSA Technical Administrator

E3.9 Class Formula 450 4-stroke Gearbox (Short Circuit)

This class is restricted to registered series production single cylinder motocross 4-stroke engines of a maximum of 450cc designed to have no more than five gears. It is designed to be compatible with and part of the 250 National class but for separate points and trophies. Regulations as 250 National including tyres and as shown below. It is the intention of the ABkC and BSA to introduce engine registration for the 2015 season.

E3.9.1 Engine. Registered series production single cylinder motocross 4-stroke engines of a maximum of 450cc designed to have no more than five gears. All components (except ignition, piston and connecting rod which must be magnetic) used must be OEM parts as at the time of manufacture and be on the parts list of that manufacturer. All OEM parts cannot be modified.

Current approved engines are:

Honda CRF450R & CRF450X; Husqvarna TE449, TE450, TC449 & TC450; KTM SXF450, EXC450, XC450 & SMR450; Kawasaki KX450F & KLX450R; Suzuki RMS450 & RMX450; TM MX450F, SMX450, SMM450, SMR450 & EN450F; Yamaha YZ450F & WR450F; Rotax DS450efi. Technical specifications are held on file by the MSA.

E3.9.2 Tuning Rules

No modifications to the standard OEM parts of the engine as supplied in the motorcycle model are permitted. All components used must be OEM standard un-modified as at the time of manufacture and on the motorcycle parts list except ignition, piston and connecting rod or as stated below. The connecting rod centre line and connecting rod centres may not be varied. If an engine is supplied at the date of manufacture with carburettor induction, then it cannot be later modified to fuel injection or vice versa. Only one carburettor is permitted, no electronic connection is permitted unless this was standard OEM at time of engine manufacture. It is permitted to upgrade the injection system to the latest version applicable to that model so long as all upgrade parts come from the manufacturers parts list. The OEM cylinder head may be gas flowed and polished. Slipper clutches are permitted. The addition of a fuel pulse pump adapter is permitted.

E3.9.3 Ignition System. The ignition system is open but the electronic unit box and the coil must receive only one feeding energy source from the rotor/stator or from 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 whilst the kart is in motion.

E3.9.4 Gearbox. Maximum of five gears. The engine manufacturers ratios must be maintained.

E3.9.5 Silencing. Intake – See appendix 3 but only Motiv FIS/2PR intake box is permitted, unmodified. **Exhaust** – See Appendix 3 – but the silencer must be of the baffled type with a minimum length of 420mm and minimum 418mm circumference and the Yamaha R6 is the only exhaust silencer approved.

E3.9.6 Weight. Minimum weight with driver on the completion of any part of the event 195kg short circuit (Appendix 4 D.6.2) or 200kg if a wing is fitted with any other sidepod or sidebar combination.

E3.9.7 Plates. White number plates with red numbers. U17.27 applies.

Approved by MSA as KTE 2014-229