



2012 TECHNICAL MANUAL

REVISION 1
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Disclaimers	3
<i>Race Participant Behavior</i>	3
Introduction	
<i>The Indy Karting Series (IKS)</i>	4
<i>IKS Mentor Program</i>	4
<i>Check Policy</i>	4
General Rules	
<i>Race Event Format</i>	5
<i>Approved Tire Manufactures / Tires Rules</i>	6
<i>Combination of Classes</i>	6
<i>Competition Age</i>	6
<i>Lapping</i>	6
<i>Points System</i>	7
<i>Safety Equipment</i>	8
<i>Transponders</i>	8
<i>Technical Inspection</i>	9
<i>Honda Clone Engine Claim Procedure</i>	9
Class Structures	
<i>Kid Kart</i>	10
<i>Junior Sportsman</i>	12
<i>Yamaha Junior Supercan</i>	12
<i>Yamaha Senior Sportsman - YBX 3-Hole Can</i>	13
<i>Yamaha Senior Sportsman - Masters</i>	13
<i>Yamaha Senior Sportsman - Medium</i>	14
<i>Yamaha Senior Sportsman - Heavy</i>	14
<i>Shifter</i>	15
<i>TaG Junior</i>	15
<i>TaG Senior Lite</i>	16
<i>TaG Senior Heavy</i>	16
<i>Four-Cycle Controlled</i>	17
<i>Local Option Class(es)</i>	17
<i>Honda Clone Lite</i>	18
<i>Honda Clone Heavy</i>	18
<i>Open</i>	19
Engine Specifications	
<i>Honda Clone Specifications</i>	20
<i>Yamaha Cylinders / Heads</i>	21
<i>Two-Cycle Airbox</i>	21
<i>Allowed TaG Engines / Weights</i>	21
Chassis Specifications	22
Notes	23



The Indy Karting Series (IKS) is **NOT** affiliated with the World Karting Association (WKA), but follows some of the guidelines set forth by this association in an interest to allow IKS associates the opportunity to compete in non-IKS events.

IKS Rulebook PDF files are available via the IKS website. Remember, the website is the official rulebook and **ALWAYS** updated first. Though IKS attempts to keep both the website and PDF up to date, the website always gets priority. If you have questions, please address them to the IKS technical director.

IKS reserves the right to change any rule, procedure, or other item detailed in this document at ANY time. IKS may change any class weight or engine package specifications as it sees fit due to circumstances. ALWAYS contact IKS officials if you have any doubts about any rule or racer specification.

RACE PARTICIPANT BEHAVIOR

IKS will not tolerate ANY inappropriate behavior by parents, crew, family, fans, or other individuals in connection with any IKS event. IKS management expects EVERY racer to be responsible for the conduct of ANYONE associated with their team in any way. IKS racers are ambassadors for the sport of go-kart racing. As such, conduct yourself with the highest level of professionalism, both at the racing event and in the community where the racing event is being held.

Participant behavior rules especially apply to the Kid Kart class, where ALL participants are winners, regardless of their finishing position.

IKS has ZERO tolerance for bullying of any kind. If anyone is found guilty of bullying anyone at an IKS event, that person(s) will be removed from the premises and not allowed at another IKS event. This is of the utmost importance to IKS management.

IKS and its competitors are guests at all race sites. Most school systems are now tobacco-free campuses. If the race site is on school property, IKS competitors must obey that rule.

IKS is extremely proud of its racers and its reputation, and for that reason will not tolerate **ANY EXCEPTIONS to any of the above rules regarding behavior.**

INTRODUCTION

THE INDY KARTING SERIES (IKS)

The Indy Karting Series (IKS) is a traveling series competing at a variety of racing venues. Registered IKS associates accumulate points in class(es) designated PRIOR to the actual event(s). These points count towards year-end awards. IKS awards a five (5) point Perfect Attendance bonus to associates that start every race in their registered class(es).

Registered IKS competitors must compete in one-half of any season's races to be eligible for a year-end award in that class. IKS will award a minimum of three (3) race-day awards and three (3) year-end awards in each class.

The following organizations have NOT sanctioned IKS to use their names or published technical documents: World Karting Association. No infringement upon any copyright is intended or should be inferred.

IKS MENTOR PROGRAM

IKS offers all younger and/or new drivers an opportunity to have a race mentor to help them in areas they may struggle in. Several championship IKS drivers have agreed to volunteer their time and efforts to help train young and new racers become championship-caliber drivers (of course, we cannot promise anyone they will become a champion). These individuals are also available to talk to them about everyday life when needed. If you are interested, please contact an IKS staff member.

CHECK POLICY

All returned checks will be charged a \$30 NSF fee. IKS may suspend you while this matter is corrected. IKS reserves the right to remove competitor points for the designated event connected to a returned check.

DO NOT ISSUE IKS A BAD CHECK.

RACE EVENT FORMAT

- **Registration**
Register, get race-day information and schedule of events.
- **Pre-tech**
All drivers **MUST** complete a Pre-tech form, sign it, and return to IKS for each kart they plan to run in IKS. This form documents various safety items checked by a racer or mechanic prior to each race. IKS keeps this signed copy on file. **YOU** are responsible for ensuring your kart is safe prior to each event day. Once this form is completed and on file with IKS officials, the racer receives a Tech Sticker to be placed on the driver's fairing in the number area and visible to the pit steward. You **MUST** display this sticker before that kart is allowed on the track at any IKS event.
- **Drivers meeting**
Mandatory with attendance checking.
- **Practice**
All drivers participating in a practice on paid/charged IKS practice day **MUST** display/possess a special practice sticker or bracelet indicating the practice fee has been paid. Practice sticker must be placed on the driver's helmet; a practice bracelet must be secured on the driver and visible to the pit steward prior to taking the track for practice.
- **Qualifying**
Qualifications for two-day events will be a total of three (3) green-flag laps, determining a competitor's starting positions in a Pre-final race. Qualifications for one-day events will be a total of three (3) to four (4) minutes on the track after the first kart takes the green flag. A competitor's qualifying result determines their starting position in the Final.
- **Scales**
- **Technical inspection**
- **Pre-final race**
An eight (8) to ten (10) lap heat race will be run on two-day events after qualifications. A competitor's finishing position in the Pre-final determines their starting position in Final.
- **Final race**
- **Scales**
- **Technical inspection**
- **Awards Ceremony**

IKS officials may call race events with more than half of the total laps run complete, if stopped due to a red flag. If any event is stopped during the first lap, a full restart based on the original lineup occurs. Restarts after the first lap are single-file and based on the competitor order during the last fully-completed lap.

Any race protest **MUST** be filed within ten (10) minutes of the race completion. Protest of a competitor's equipment **MUST** be accompanied by \$100; this fee is refunded **ONLY** if protested equipment does not pass technical inspection. All protest forms are available at the scales. IKS may – if officials deem appropriate – confiscate, destroy, or mark any equipment found to be non-compliant. IKS may refuse a refund to any entrant. If a refund is issued, all operating fees will be removed from the refund. If a race protest is denied, the protested participant receives the \$100.00 protest fee for their time and trouble.

GENERAL RULES

APPROVED TIRE MANUFACTURES / TIRE RULES

1. These tire manufacturers may compete in the Indy Karting Series:
 - Bridgestone
 - Burris
 - Dunlop
 - Mojo
 - Vega
2. Approved diameter is 5" for all Two-Cycle classes and 5" or 6" for all Four-Cycle classes (including Clone).
3. Approved compounds are:
 - Bridgestone YHC, YKC, YLC, YJB (TaG only), YLB (TaG only)
 - Burris B44
 - Dunlop SL4
 - Mojo D2
 - Vega Blue

Kid Kart, Four-Cycle, and Clone classes are exempt from the Compound Rule. See each class description for additional information.
4. Additional "SL Blue" tire compounds may be allowed at the race director's discretion.
5. IKS officials **MUST** be able to identify the manufacture and compound of each tire. Unmarked or illegible tires will be judged to be non-compliant.
6. All four (4) tires on the kart must be of the same approved manufacture and compound.
7. IKS will mark all tires after qualifying; you **MUST** race on the tires you qualified on.
8. Rain tires are open factory tires (that is, they are manufactured specifically for rain). **NO** cut tires.

COMBINATION OF CLASSES

IKS may elect to combine classes together due to low turn out. If combined, separate points **MAY** be awarded for each class.

COMPETITION AGE

IKS may amend the competition age or issue a waiver to allow a competition age adjustment, as deemed appropriate by IKS officials.

LAPPING

IKS allows lapped karts to remain on the track, provided no safety issues exist. All karts being lapped will receive the move over flag. Failure to obey the move over flag will result in a black flag.

POINTS SYSTEM

<i>1st</i>	40	<i>10th</i>	25	<i>19th</i>	16	<i>28th</i>	7
<i>2nd</i>	36	<i>11th</i>	24	<i>20th</i>	15	<i>29th</i>	6
<i>3rd</i>	33	<i>12th</i>	23	<i>21st</i>	14	<i>30th</i>	5
<i>4th</i>	31	<i>13th</i>	22	<i>22nd</i>	13	<i>31st</i>	4
<i>5th</i>	30	<i>14th</i>	21	<i>23rd</i>	12	<i>32nd</i>	3
<i>6th</i>	29	<i>15th</i>	20	<i>24th</i>	11	<i>33rd</i>	2
<i>7th</i>	28	<i>16th</i>	19	<i>25th</i>	10	<i>34th+</i>	1
<i>8th</i>	27	<i>17th</i>	18	<i>26th</i>	9		
<i>9th</i>	26	<i>18th</i>	17	<i>27th</i>	8		

1. Should the race track safely allow more than 34 competitors, those competitors all receive one (1) point. IKS may amend or change this system at any time.
2. Disqualifications are awarded zero (0) points.
3. Points are non-transferable.
4. In order to receive points in any IKS event, a competitor **MUST**:
 - Present kart in working order to starting grid for said event
 - Make a legitimate attempt to start said event
 - Present kart to scales immediately following conclusion of run or event finish, whichever occurs first
 - Pass any relevant technical inspection, both prior to and after said event
5. Should a competitor meet all of the above requirements, IKS will award **AT LEAST** one (1) point to the competitor toward the season's end championship standings in their respective class.
6. At the discretion of the Timing and Scoring Manager, a competitor may be awarded a number of points equal to last place in said event, based on the number of overall competitors participating.
7. Points are only awarded to IKS associates and accrue from the declared date, in the declared class, on your associate form. Year-end ties are decided in the following manner and order:
 - 1) Most first-place finishes
 - 2) Most second-place finishes
 - 3) Most third-place finishes
 - 4) And so on

If a tie were to exist after this, a coin toss will decide the final order. Your year-end points total is based on a one (1) race drop, NOT including perfect attendance.

SAFETY EQUIPMENT

1. It is the responsibility of competitors to have their go-karts pre-inspected before the start of any event.
2. IKS requires the following safety equipment:
 - Closed toed shoes
 - Driving suits or driving jackets with denim pants
 - Helmet with a Snell 2005 rating or higher
 - Neck collars
 - Racing Gloves
3. IKS requires ALL Kid Kart and Junior Sportsman/Supercan participants to wear chest protectors. IKS highly recommends rib and chest protectors for all adult classes.
4. IKS requires all hair to be confined to the helmet or into the driving suit.

TRANSPONDERS

All IKS associates are encouraged to purchase an AMB 160 Transponder for automated scoring at IKS events. If you need to rent a transponder, IKS will rent transponders for \$15 per race weekend.

A driver's license or credit card may be used as a deposit. Lost or damaged transponders must be purchased at \$290 before your deposit is returned.

TECHNICAL INSPECTION

1. ALL karts must report to the scales following the conclusion of any qualification session, pre-final, or final event. Failure to report in a timely manner may be grounds for disqualification. Location of scales will be announced during the driver's meeting prior to the day's racing activities.
2. Following the conclusion of any IKS event, IKS officials reserve the right to inspect ANY kart for technical issues. These issues may include, but not be limited to: engine legality, fuel legality, safety items, kart specifications, or other rules compliance. Technical inspection will be in and of any manner IKS officials deem necessary.
3. Karts identified for tech inspection must immediately proceed to impound area when directed by IKS officials. Karts MAY NOT be removed to pit area before tech inspection.
4. Tech inspection will occur in a designated impound area with its location announced during the driver's meeting. Inspection area is open to the driver and one pit person ONLY. IKS officials may require additional persons to attend tech inspection.
5. Refusing tech inspection will result in IMMEDIATE disqualification from ANY IKS event.
6. Illegal items found during tech inspection may be confiscated or marked by IKS officials.
7. It is the driver's responsibility to ensure their kart is presented for any tech inspection activity, before or after any IKS racing activity.
8. Any driver or crew that attempts to disrupt practice, qualification session, or a race in ANY fashion that jeopardizes the safety and health of those competitors on track will be banned from the series. IKS will STRICTLY ENFORCE the "SH Rule" (Safety & Health).

HONDA CLONE ENGINE CLAIM PROCEDURE

1. You MUST be a Clone Lite or Heavy class competitor (NOT a crew member) in order to file a claim.
2. Claimer rule applies to any engine starting a qualifying period or race (Pre-final or Final).
3. Claim fee is \$175 (cash ONLY) with exchange of money and engine to be performed in Technical Inspection area under supervision of IKS tech inspectors.
4. Claim applies to engine ONLY and does NOT include any external accessories, including:
 - Chain guard
 - Clutch
 - Engine mount
 - Exhaust system
 - Filter cup
 - Flywheel (if aftermarket)
 - Fuel pump
 - Throttle linkage assembly
 - Top plate
5. Claim is void if engine does NOT pass technical inspection.
6. If you have an engine claimed, you cannot reclaim that engine for at least two (2) IKS events.
7. Failure to comply with the claimer rule will result in a ban from competition in this class.

CLASS STRUCTURES

KID KART

<i>Ages</i>	5 to 7
<i>MAXIMUM chassis length</i>	31"
<i>Tire size(s)</i>	10 x 5.50 MAXIMUM tire width 33.75" MAXIMUM rear tire circumference Open compound
<i>Fuel</i>	Gas and Oil
<i>Clutch Gear/Rear Sprocket</i>	219 chain with 10-tooth driver and 89-tooth rear sprocket
<i>Weight</i>	150 pounds
<i>Engine</i>	Comer C50 and C51 No restrictor plate MAXIMUM 7.0cc displacement, checked at TDC without head CC insert Dellorto SHA 14-12L carburetor with 0.475" No Go venturi <ul style="list-style-type: none">- Carburetor jet sizes #54 through #58 allowed- Air filter is non-tech- May use rain "cups" to shield filter in event of rain conditions Cylinder, head, intake manifold, and ports MUST be stock/non-modified <ul style="list-style-type: none">- NO porting, polishing, or metal removal from dome/squish area Intake gasket MUST be properly installed with one (1) gasket ONLY <ul style="list-style-type: none">- You may trim intake gasket to match intake port opening OEM reach spark plugs ONLY <ul style="list-style-type: none">- You may repair plug hole with full thread heli-coil or thread insert PROVIDED it is EXACT length as manufacture Crank pin and piston wrist pin MUST be OEM Piston specifications: <ul style="list-style-type: none">- Skirt length of 1.210" minimum measured from bottom of lower ring land to bottom of skirt on intake side of the piston- Top MUST remain stock- MUST run both rings on piston- Rings may NOT fall through cylinder All bearings are non-tech Seals are non-tech but MUST be installed as OEM

New- or old-style mufflers allowed

- May NOT modify mufflers in ANY way
- Maximum of one exhaust gasket
- May NOT cut gasket
- Exhaust system MUST be tight

Clutch specifications:

- MUST run Comer clutch shoe
- Size of clutch shoe is non-tech
- Clutch springs are non-tech

Blue or black coil allowed

- Coil modifications of ANY kind are NOT allowed

Flywheel specifications:

- May NOT alter flywheel key slot or location in ANY way
- MUST use OEM flywheel key following OEM procedure(s)
- Cut or broken fins are NOT allowed
- May tape flywheel shroud, if desired

All techable engine items may be compared to stock OEM parts as part of the technical inspection. IKS may revise and amend these rules, as necessary. You must pass tech to be eligible for race-day awards.

Kid Kart drivers MUST wear an SFI-approved chest plate at ALL times during racing competition.

You must attend 70% of the races to be eligible for the year-end award.

Kid Kart class is a non-points class designed to train and teach young drivers. **All participants are WINNERS and will receive the same awards.** ALL parents, guardians, and/or crew members MUST follow these guidelines or your child will not be allowed to race.

Let's make this class a fun and rewarding experience for these young men and women.

IKS reserves the right to revise and/or amend Kid Kart specifications (including weight and/or engine package) to prevent or offset any unfair advantage.

CLASS STRUCTURES

JUNIOR SPORTSMAN

<i>Ages</i>	8 to 12	
<i>MINIMUM chassis length</i>	35"	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front and rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine (s)</i>	Yamaha KT-100 with WA55B or HPV1 carburetor/WA55B manifold RLV SSX-V #7548 exhaust Comer K80 with stock exhaust Engine clutch only (Yamaha and Comer)	
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight(s)</i>	Comer – 230 pounds Yamaha/Briggs – 250 pounds	

YAMAHA JUNIOR SUPERCAN

<i>Ages</i>	12 to 15	
<i>MINIMUM chassis wheelbase</i>	40"	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 6.00 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine</i>	Yamaha KT-100 RLV SSX-V # 7548 Engine clutch only	
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight</i>	305 pounds	

IKS reserves the right to revise and/or amend these class specifications (including weight and/or engine package) to prevent or offset any unfair advantage.

YAMAHA SENIOR SPORTSMAN - YBX 3-HOLE CAN

<i>Ages</i>	15 and Older	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 6.00 x 5 (rear) 11 x 7.10 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine</i>	Yamaha KT-100 RLV YBX # 7500 Engine clutch only	
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight</i>	350 pounds	

YAMAHA SENIOR SPORTSMAN - MASTERS

<i>Ages</i>	35 and Older	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 7.10 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine</i>	Yamaha KT-100 RLV SSX-V # 7548 Engine clutch only	
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight</i>	360 pounds	

This class, depending on the number of entries, may share track time with the Yamaha Senior Sportsman – Medium class. If combined with other classes, each class will be scored separately. Only one (1) transponder will be issued to a driver in any combined class.

IKS reserves the right to revise and/or amend these class specifications (including weight and/or engine package) to prevent or offset any unfair advantage.

CLASS STRUCTURES

YAMAHA SENIOR SPORTSMAN - MEDIUM

<i>Ages</i>	15 and Older	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 7.10 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine</i>	Yamaha KT-100 RLV SSX-V # 7548 Engine clutch only	
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight</i>	340 pounds	

This class, depending on the number of entries, may share track time with the Yamaha Master class. If combined with other classes, each class will be scored separately. Only one (1) transponder will be issued to a driver in any combined class.

YAMAHA SENIOR SPORTSMAN - HEAVY

<i>Ages</i>	15 and Older	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 7.10 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine</i>	Yamaha KT-100 RLV SSX-V # 7548 Engine clutch only	
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight</i>	360 pounds	

IKS reserves the right to revise and/or amend these class specifications (including weight and/or engine package) to prevent or offset any unfair advantage.

SHIFTER

<i>Ages</i>	15 and Older	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 7.10 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine(s)</i>	All reed valve, water-cooled, gearbox engines are allowed MAXIMUM 125cc	
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight(s)</i>	385 pounds – ICC 330 pounds – under 100cc with front brakes 320 pounds – under 100cc without front brakes	

TAG JUNIOR

<i>Ages</i>	12 to 15	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 6.00 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine(s)</i>		See ENGINE – ALLOWED TaG ENGINES / WEIGHTS
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight(s)</i>		See ENGINE – ALLOWED TaG ENGINES / WEIGHTS

IKS reserves the right to revise and/or amend these class specifications (including weight and/or engine package) to prevent or offset any unfair advantage.

CLASS STRUCTURES

TAG SENIOR LITE

<i>Ages</i>	15 and Older	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 7.10 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine(s)</i>		See ENGINE – ALLOWED TaG ENGINES / WEIGHTS
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight(s)</i>		See ENGINE – ALLOWED TaG ENGINES / WEIGHTS

This class, depending on the number of entries, may share track time with a TaG Senior class.

If combined with other classes, each class will be scored separately.

TAG SENIOR HEAVY

<i>Ages</i>	15 and Older	
<i>Tire size(s)</i>	10 x 4.50 x 5 (front) 11 x 7.10 x 5 (rear)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>	Gas and Oil	
<i>Engine(s)</i>		See ENGINE – ALLOWED TaG ENGINES / WEIGHTS
<i>Airbox</i>	MANDATORY	See ENGINE – AIRBOX
<i>Weight(s)</i>		See ENGINE – ALLOWED TaG ENGINES / WEIGHTS

This class, depending on the number of entries, may share track time with a TaG Senior class.

If combined with other classes, each class will be scored separately.

IKS reserves the right to revise and/or amend these class specifications (including weight and/or engine package) to prevent or offset any unfair advantage.

FOUR-CYCLE CONTROLLED

<i>Ages</i>	15 and Older
<i>Tires</i>	Open compound Open manufacture
<i>Fuel</i>	Gas or Methanol
<i>Engine(s)</i>	Any single cylinder, four-cycle engine 220cc MAXIMUM Naturally-aspirated
<i>Weight(s)</i>	365 pounds 360 pounds (OHV 200) 330 pounds (Flat Head)

Traditional four-cycle body work is also approved for this class.

LOCAL OPTION CLASS(ES)

<i>Ages</i>	15 and Older
<i>Tires</i>	Open Compound Open manufacture
<i>Fuel</i>	Gas or Methanol
<i>Engine(s)</i>	Overhead Valve (OHV), 200cc MAXIMUM Briggs and Stratton Animal Briggs and Stratton 5 HP Flat Head
<i>Weight(s)</i>	To be determined by race director

Traditional four-cycle body work is also approved for this class.

IKS reserves the right to revise and/or amend all four-cycle class specifications (including weight and/or engine package) to prevent or offset any unfair advantage. IKS can and will provide for Local Option and/or Open classes within this structure, if all entered agree to compete as a separate race within the class running, prior to qualifying, and approved by the race director.

CLASS STRUCTURES

HONDA CLONE LITE

<i>Ages</i>	15 and Older	
<i>Chassis</i>		See CHASSIS
<i>Tires</i>	Open Compound Open manufacture	
<i>Fuel</i>	Pump gas ONLY NO additives allowed Series may elect to sell a spec fuel, if necessary	
<i>Engine(s)</i>		See ENGINES – HONDA CLONE SPECIFICATIONS
<i>Weight(s)</i>	360 pounds	

Traditional four-cycle body work is also approved for this class. This class, depending on the number of entries, may share track time with the Honda Clone Heavy class. If combined with other classes, each class will be scored separately. Only one (1) transponder will be issued to a driver in any combined class.

HONDA CLONE HEAVY

<i>Ages</i>	15 and Older	
<i>Chassis</i>		See CHASSIS
<i>Tires</i>	Open Compound Open manufacture	
<i>Fuel</i>	Pump gas ONLY NO additives allowed Series may elect to sell a spec fuel, if necessary	
<i>Engine(s)</i>		See ENGINES – HONDA CLONE SPECIFICATIONS
<i>Weight(s)</i>	390 pounds	

Traditional four-cycle body work is also approved for this class. This class, depending on the number of entries, may share track time with the Honda Clone Lite class. If combined with other classes, each class will be scored separately. Only one (1) transponder will be issued to a driver in any combined class.

IKS reserves the right to revise and/or amend Clone Engine Tech and/or specifications to ensure fair and impartial treatment to all associates. This class is designed to be an affordable “box-stock class,” allowing IKS associates to save money while experiencing professional racing competition. IKS utilizes common rules allowing Clone associates an opportunity to compete with multiple organizations.

OPEN

<i>Ages</i>		15 and Older	
<i>Tire size(s)</i>		10 x 4.50 x 5 (fronts) 11 x 7.10 x 5 (rears)	See GENERAL RULES – APPROVED TIRE MANUFACTURES/TIRE RULES
<i>Fuel</i>		Open	
<i>Engines/Weights</i>	Two-Cycles	100cc Piston Port/Cont/JICA/open PRD TaG with 166 carburetor PRD TaG with stock carburetor All other TaG engines West Coast rule IKF class 125cc open 135cc open 150cc open	320 pounds 330 pounds 360 pounds 360 pounds 335 pounds 355 pounds 360 pounds 380 pounds
	Four-Cycles	All single cylinder	350 pounds
<i>Airbox</i>		OPTIONAL	

Add 20 pounds to above weights for karts equipped with front-wheel brakes UNLESS front brake rod is unhooked and inoperable. Traditional four-cycle body work is also approved for this class.

IKS reserves the right to revise and/or amend these class specifications (including weight and/or engine package) to prevent or offset any unfair advantage.

HONDA CLONE SPECIFICATIONS

1. WKA guidelines apply to all clone engines with the following IKS-specific rules:
 - Shoe clutches with machined drums are allowed. No disk type clutches allowed. Cutting of clutch shoes is PROHIBITED
 - Flywheel type is optional: may use stock flywheel or ARC billet aluminum version
 - ANY single-stage, one-piece header made from .750" steel O.D. steel tubing is allowed, including the RLV header, part #5438C
 - Any BS tube style muffler, part #89966, or its aftermarket equivalent (for example, rotary power or the RLV silencer, part #5438) may be installed at the end of the pipe. The tube-style muffler may be either welded or thread fitted to the end of the pipe
 - Entire exhaust pipe, including the muffler, must be between 10" (minimum) and 14" (maximum)
2. Number 219, 35, or similar chain types only.

IKS reserves the right to revise and/or amend Clone Engine Tech and/or specifications to ensure fair and impartial treatment to all associates. This class is designed to be an affordable "box-stock class," allowing IKS associates to save money while experiencing professional racing competition. IKS utilizes common rules allowing Clone associates an opportunity to compete with multiple organizations.

YAMAHA CYLINDERS / HEADS

IKS allows the use of old style Yamaha cylinders and heads.

TWO-CYCLE AIRBOX

IKS defines an airbox as a method to control noise on any two-cycle engines. Airbox MUST conform to WKA guidelines per class descriptions.

IKS requires all four-cycle engines to run an approved exhaust silencer. All Shifters MUST run an exhaust silencer. IKS will police the noise issue. IKS will use the equipment flag to remove any competitor due to non-compliance.

ALLOWED TAG ENGINES / WEIGHTS

<i>Engine</i>	<i>TaG Senior Lite</i>	<i>TaG Senior Heavy</i>	<i>TaG Junior</i>
BM Jaguar	350 pounds	365 pounds	30mm Exhaust 320
Cheetah SQ	350 pounds	365 pounds	
Comer	380 pounds	395 pounds	
Easy Kart	350 pounds	365 pounds	30mm Exhaust 320
IAME x30	375 pounds	390 pounds	30mm Exhaust 330
IAME Leopard	365 pounds	380 pounds	30mm Exhaust 320
Motori Seven	365 pounds	380 pounds	30mm Exhaust 320
PRD	350 pounds	365 pounds	30mm Exhaust 320
Rotax	365 pounds	380 pounds	Rotax Jr. Exhaust 320
Sonik TX	380 pounds	395 pounds	
Sonik VX	365 pounds	380 pounds	
Vortex Rok	350 pounds	365 pounds	Stamped w/Muffler 320
Vortex Rok TT	370 pounds	385 pounds	

IKS reserves the right to revise and/or amend these class specifications (including weight and/or engine package) to prevent or offset any unfair advantage.

CHASSIS SPECIFICATIONS

1. CIK bodywork MANDATORY, except where exceptions are noted (clone, four-cycle, and local option classes).
2. Full-width CIK or similar professionally-manufactured rear bumper is MANDATORY for all classes EXCEPT four-stroke and clone classes (where it is strongly recommended). This bumper must cover the rear tires. ALL rear bumpers MUST pass IKS technical inspection.
3. Purpose-built racing chassis ONLY. No homemade or yard-type karts allowed.
4. You may use a manufactured hand- or foot-operated front-wheel brake system, in addition to a manufactured rear brake system, by adding ten (10) pounds to the specified class weight, in all classes EXCEPT:
 - Kid Karts
 - Junior Sportsman
 - Rotax Challenge Race classes (excluding the DD2 class)
 - TaG JuniorKarts running the Open class may run front wheel brakes if they add 20 pounds to the specified class weight. Exemptions will be issued if medically required.
5. No minimum or maximum height requirements. However, ALL karts are subject to safety tech based on the race venue.
6. You MUST display the kart number on four (4) sides of the kart.
7. Transponder MUST be mounted behind the front wheels.
8. ALL ballast must be painted white and securely mounted to the chassis or seat. Two bolts – with double nuts, safety wire or pin – is recommended.

IKS reserves the right to revise and/or amend any or all Chassis Tech specifications to ensure fair and impartial treatment to all associates.



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