



Australian Karting Association

Technical Document TDKZ2

Technical Regulations for CIK KZ2 Class

50.4 KZ2 Class Tyres

Dry Tyres;

** Tyres: 5" Dunlop DDM, 2 Sets per meeting for racing and time trial.*

4 Front tyres plus 1 spare

4 Rear tyres plus 1 spare

1 set of tyres to be fitted and used at the commencement of time trials and must remain in use throughout the heats.

2nd set of tyres must be fitted and used at the commencement of the first final / prefinal and remain in use until the conclusion of the last final.

Wet Tyres:

Dunlop KT11 W11 CIK

4 front tyres plus 1 spare.

4 rear tyres plus 1 spare.

For a meeting that is declared wet from it's commencement, tyres are to be used as follows;

1 set of tyres to be fitted and used at the commencement of time trials and must remain in use throughout the heats.

2nd set of tyres must be fitted and used at the commencement of the first final / prefinal and remain in use until the conclusion of the last final.

Should the meeting be declared wet at any time after time trials, use of wet tyres is at the discretion of the competitor.

For the purpose of practise and carburation the control tyres are not mandatory for use, but may be used at the discretion of the competitor.

Replacement Tyres:

In case a slick tyre is punctured during time trials, a replacement may be used providing the damaged / punctured tyre is reported to the Technical Officer prior to leaving parc ferme / in-grid area. The replacement tyre must be used on the non load side of the kart and must be verified by the Technical Officer prior to the next section of the event. For the second final, if a new replacement tyre is required, the competitor must start at the rear of the field. The competitor may elect to use a used tyre in similar condition to those remaining on the kart as a replacement for the second final, which would allow the competitor to start from their correct grid position. The condition of the used replacement tyre must be verified and approved by the Technical Officer prior to the commencement of the second final.



50.5 Wheels: as per CIK Technical Regulations 2.22.1 – Rims

The use of rims complying with the CIK-FIA technical drawing No. 4 is compulsory:

1. Diameter of coupling for tyres: for 5 inch rims: 126.2 mm with a tolerance of +/-1.2 for the circumference with the hump and a tolerance of -1 for the diameter of rims with screws.
2. Width of the tyre housing: 10 mm minimum.
3. External diameter for 5 inch rims: 136.2 mm minimum.
4. Radius to facilitate the balance of the tyre in its housing: 8 mm.
5. Maximum pressure for assembly: 4 Bar.
6. Tyre burst resistance test with fluid at an 8 Bar pressure.
7. This rim must be manufactured in accordance with the appended technical drawing No. 8. The diameter of the rim must be 5" maximum.
9. The front and rear wheels must have some form of bead retention with 3 pegs/ screws minimum in the outside rim.

50.6 Homologated Engines and Modifications:

*** Modifications**

Any modification is forbidden if it is not explicitly authorised by an article of these Regulations or for safety reasons decided by the CIK-FIA or AKA. By modification it is meant any operations likely to change the initial aspect, the dimensions, the drawings or the photographs of an original homologated part represented on the Homologation Form.

* Power unit: it must not be possible to disassociate the engine from the gearbox. Engine case divided into only 2 parts (vertical or horizontal).

* Water cooled single-cylinder engine with reed-valve intake, one circuit only, homologated by the CIK-FIA.

* Maximum cylinder cubic capacity: 125 cc.

* Reed-valve box (dimensions and drawing) according to the Homologation Form. Reed-valve box cover: free.

* Carburettor made of aluminium, with a venturi type diffuser with a maximum diameter of 30 mm round. For the CIK Championships the carburettor must be the Dell'Orto VSH 30. The carburettor must remain strictly original. The only settings allowed may be made to: the slide, the needle, the float, the float chamber, the needle shaft (spray), the jets and the needle kit, subject to all the interchanged parts being of Dell'Orto origin. The incorporated petrol filter and the plate (part No. 28 on the CIK-FIA technical drawing No. 7 appended) may be removed; if they are kept, they must be original.

* Gearbox: homologated by the CIK-FIA (including the primary torque). Minimum of 3 and maximum of 6 ratios. Check of the ratios using a graduated disc with a minimum diameter of 200 mm or a digital coder; the degree decimals given on the Homologation Form must be mentioned in tenths of degrees and not in minutes. For the homologation of the gearbox, the Manufacturer(s) and the model and type must appear on the Homologation Form.

* In KZ2: hand-operated and exclusively mechanical gearbox control without a servo system. Any system or form of ignition cutting is forbidden.



* Total exhaust opening angle of 199° maximum , irrespective of the value indicated on the homologation form (to be read with a graduated degree wheel of a minimum diameter of 200 mm or with a digital device).

*** Cylinder head may be repaired / modified to a maximum tolerance of -0.2mm of the dimension on the homologation form. The Combustion chamber minimum volume of 13 cc, measured in accordance with the AKA cc measuring method.**

* Spark plug make is free. The body of the spark plug (electrodes not included) tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber.

* It is allowed to add a mass to the ignition rotor; it shall be fixed by at least 2 screws, without any modification to the homologated rotor.

* Exhaust: homologated (see Supplement to the Homologation Form) and the magnetic steel sheet metal thickness of which must be 0.75 mm minimum.

**It is the competitors responsibility to have at all times a copy of the homologation documents relating to the engine and exhaust in use by the competitor. It is advisable that a copy of the documents be provided to the AKA / IKC for reference. If upon technical inspection the competitor cannot supply the documents for inspection and / or a copy is not in the possession of the AKA the engine shall be deemed ineligible for competition / practise and the competitor shall be removed from any competition results, the competitor shall take no further part in the competition / practise and may face further action by the stewards.*

50.7 Weights:

* Total minimum weight: 180 kg (Driver included).

50.8 Chassis: CIK homologated or AKA homologated or registered.

As per CIK regulations, Lateral bodywork (i.e. side pods,) Nassau panel, and front fairings are obligatory.

50.9 Brakes:

Front brakes must comply with the relevant CIK Homologation or AKA registration.

Rear Brake must comply with the relevant CIK Homologation or AKA registration.

50.10 Radiator:

Style, type and size is at the discretion of the competitor.

50.11 Air Box (Inlet Silencer):

Style, type is at the discretion of the competitor.