



## KARTSPORT NEW ZEALAND MANUAL

### SECTION N – SPECIFICATIONS

#### RULE – N4 GENERAL REQUIREMENTS FOR KZ2

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#### N4 GENERAL REQUIREMENTS FOR KZ2

- N4.1 ENGINE:** By engine is meant the propelling unit of the vehicle in running order, including a cylinder block, sump and possible gearbox, ignition system, carburettor and exhaust silencer. All systems of injection are forbidden. The spraying of products other than fuel is forbidden. The engine shall not comprise a compressor or any super-charging system. In KZ2 a cooling system by air or liquid is authorised.. KZ2 engines must be described in the Manufacturer's catalogue and be the subject of a descriptive form called "Homologation Form" from the model established by the CIK-FIA. This Homologation Form shall be stamped and signed by the ASN and the CIK-FIA.
- N4.2 CYLINDERS:** For unsleeved engines, repairing cylinders is allowed by addition of material but not of parts.
- N4.3 CYLINDER HEAD:** It is allowed to replace the spark plug thread by a heli-coil. Machining of the cylinder head is permitted subject to complying with head cc requirements.
- N4.4 WATER PUMP:** For KZ2 the water pump must be independent from the engine and be mechanically controlled by the rear wheels axle.
- N4.5 CARBURETTORS:** Any injection system is forbidden. Any spraying of products other than fuel is forbidden. For all categories without gearboxes, an extra manual mechanical adjustment device working with adjusting screws is allowed (without modifications to the carburettor, if the latter must be homologated). The inlet duct (mechanical assembly between the homologated inlet silencer and the reed box) must comprise the inlet silencer, the carburettor and the reed box cover, as well as a possible adaptor, spacer and/or gaskets. No additional component is authorised. The adaptor (spacer) must have a transversal conical cylinder cross-section, be mechanically attached with tools and present neither any connections fitting together nor parts which overlap each other. Furthermore, it is forbidden to have any connection resulting in an extra volume (including any groove, hollow space or other such spaces) at the level of the inlet duct. Carburettors must also comply with specific class requirements.
- N4.6 IGNITION:** The ignition system used must be homologated by the CIK-FIA. For KZ2 the ignition system used must be of analogical type and any variable ignition system (system of progressive advance and delay) is forbidden. For ignitions with an external and projecting rotor, a protection system covering the rotating parts must be mounted. Any electronic system allowing an auto-control of the parameters of functioning of the engine while the kart is in motion is forbidden.

- N4.7 INLET SILENCER:** An inlet silencer currently or previously homologated by the CIK-FIA is mandatory (NOTE: deleted CIK-FIA homologation 27/SA/24 is permitted for competition in New Zealand until 31 December 2024). An internal air filter is compulsory in CIK homologated silencers. For KZ2 ducts of 30 mm maximum. It is permitted to trim the internal portion of the rubber connector on CIK homologated inlet silencers. Variable volume air boxes are forbidden. It is the competitor's responsibility to supply legible printed A4 copies of the Homologation Form for the intake silencer.
- N4.8 EXHAUST:** Must be made with magnetic steel. For KZ2 the exhaust must be homologated. The exhaust system shall discharge behind the Driver and shall not operate at a height of more than 45 cm from the ground. It is forbidden for the exhaust in any way to pass forward and across the plane in which the Driver is seated in his normal driving position. All systems of power valve are forbidden.
- N4.9 SPARK PLUG:** The ignition spark plug must be mass-produced and remain strictly original. The spark plug barrel and the electrode insulation (electrodes not included) tightened on the cylinder head must not extend beyond the upper part of the combustion chamber dome. (see CIK Technical Regulations Appendix 7 for details).