



V2.1 Honda GX200 Regulations.

Race engine can be used in senior Pro-Karts, Junior Pro-Karts and Cadets.

Each class has varying requirements for the use of the RPM GX200 engines. These regulations will lay out the guidelines for the use of the engines for competitors and officials.

The judge of fact and scrutineer of the Honda GX200 engines will be RPM.

The engine should remain in its standard 'as supplied' condition. All parts should remain intact and in the original position unless it is specifically stated in this document that they may be removed or altered.

Seals

Engines will be supplied fitted with 1 seal.

The seal is to be supplied by RPM only. The seals may only be removed by a member of the RPM team.

In the case of a seal becoming damaged the engine should be returned to RPM to be checked and replaced.

Restrictor Plate

A restrictor plate must be fitted to all engines running in the cadet and junior pro-kart classes.

The restrictor must be supplied from RPM with the correct RPM markings. This is to be fitted between the carburettor and the insulator with a gasket either side.

It is NOT Permitted to modify the restrictor plate in any way.

Spark Plug

The following spark plugs may be used.

NGK BP6ES

NGK BPR6ES

Exhausts

All GX200 Pro Extreme Engines competing in any class should have the DEP200/2001 exhaust fitted, (pictured below) Modification to internal parts of the exhausts is prohibited.



DEP2001



DEP200

Exhausts can be fitted with or without the heat shield.

Heat shields can be fitted/ welded in place if the outer wall of the exhaust is not compromised.

Carburettor

Permitted Jets

#68 #70 #72 #75

Permitted Emulsion Tubes

#16166-ZH8-W00

#16166-ZL0-000

#16166-ZH8-W50

Engine Buy-Back Scheme

All GX200 pro extreme engines across all championships and race events can ONLY be bought by a competitor who is competing in the same race as the engines they wish to purchase. Intra-team purchasing is strictly prohibited.

Refusal of the buy-back sale will be deemed as a disqualification of the overall event with no points awarded.

Buy-back sale price is: £850 per engine.

Engine and seal numbers will need to be noted by both parties. Engine(s) are to be returned to RPM by the event organiser for illegibility checks before use. Payment of £50 must be paid by the purchaser to the event organiser to cover the costs of eligibility checks.

If engines are deemed to be ineligible all funds will be returned back to the purchaser, and all points awarded by engine user will be removed.

Air filter

The following Honda part must be used, only the paper element may be removed. Cracking of the bottom plate is not deemed to be illegal.

17210-ZE1-505

Breather Pipe

The following standard unmodified Honda part must be used and connected at both ends.

15721-ZH8-000