

GEARBOX (SHIFTER) ENGINE SUPPLEMENTAL REGULATIONS

Applicable to all shifter classes:

- Class label - A clearly visible label or marking indicating the class and minimum weight is required on the outer top edge of the driver fairing.
- Gear change & clutch mechanisms must be entirely manually operated.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

ICC & KZ:

- Run under their current *CIK-FIA Fiche D'Homologation Form*
- All current or previous CIK Homologated KZ & ICC engines are allowed
- The competitor is responsible for providing a complete printed copy of their engine's corresponding Homologation Form upon request by a tech official
- Must be run as-Homologated, with the following exceptions: Any model of currently or previously CIK Homologated pipe is allowed. Exhaust silencer brand is non-tech.
- Air box must be unmodified CIK Homologated with two (2) 29mm I.D. or smaller inlet tubes. Internal filter is not required.
- Carburetor must be the original specification 30mm Dellorto with no modifications. Jet needle and all jets are non-tech.

IAME SSE 175cc:

- Runs under *USA Super Shifter 175cc, IAME SSE 175cc Shifter USA Supplementary Rules and Carburetor Tillotson HB-15A USA* documents
- 2022-Spec USA IAME X30 Super Shifter Engine (SSE) is the only legal 175cc engine configuration. Engines modified to 2023-Spec are not allowed.

Vortex ROK Shifter:

- Runs under the current Shifter *ROK Identification Sheet ("Technical Fiche")* and *ROK Cup Technical Regulations "ROK Shifter Technical Appendix"* documents
- No modifications allowed to the Spec package. Must conform to all referenced technical rules, dimensions and jetting requirements.

Stock Honda CR125 Moto: Must use unmodified OEM components from any 1992 – 2002

Honda CR125 motocross engine, with the following exceptions and limitations -

- Carburetor: Must use a slide-type Keihin or Mikuni 38mm (nominal) with no modifications to the venturi or other internal components. May be converted to floatless / pump-around.
- Exhaust: Power valve assembly may be removed and plugged. Silencer body minimum length = 12".
- Kick starter: Arm must be removed. Internal assembly may be removed and plugged.
- CDI: Must be OEM 1996 or newer. Original Denso label with code 071000-0850 or higher must be present.
- Stator: Any year OEM or aftermarket stator & flywheel combination are allowed. CDI connector plug is non-tech. Mounting hole slots may be elongated. No other modifications are allowed.
- Engine case may have an installed pulse fitting to drive a fuel pump.
- Aftermarket gaskets and seals may be used provided they are of the same material and configuration as the OEM parts.

- Crankshaft and main bearing journals may be modified for slip-fit.
- Non-tech items: Pipe; exhaust flange; carburetor slide / needle / jets; clutch basket, disc & plate manufacturer; spark plug cap, coil & wire; air filter, static ignition timing; hardware.

Yamaha FZ60, FZ80 & FZ125 Moto: TBA