



Gearbox Class Rules

Supplemental v. 24.01.30

© Copyright 2024 Tri-C Karters — Do not reproduce without permission

A. General

- Tires:
 - Evinco SK-M “Red”
 - LeVanto KRT
 - Vega XH4
 - Hoosier R60
- Fuel: VP MS98
- Oil: Motul Kart Grand Prix or Elf HTX 909 SAE 50

B. Classes

- Open Shifter: (Minimum competition age: 15 yrs.)
 - KZ & ICC: 395 lb.
 - IAME Super Shifter Engine (SSE): 395 lb.
 - Vortex ROK Shifter: 385 lb.
 - Stock Honda CR-125 moto: 370 lb.
 - Stock Yamaha FZ125 moto: 370 lb.
- Master Shifter (age 32+ or 190+ body weight as approved on a case by case basis):
 - Vortex ROK Shifter: 400 lb.

C. General Technical

- Weight Label: A clearly visible label or marking indicating the class minimum weight is required on the outer top edge of the of the driver fairing.
- All chassis shall be equipped with front brakes and dual front / rear master cylinders.
- Gear-change and clutch mechanisms must be entirely manually operated.
- A chain guard, covering the entire length of the chain when viewed from above, is required.

D. KZ / ICC Engine Technical

- Eligibility: All current or previous CIK Homologated KZ & ICC engines are eligible.
- Documentation: The competitor is responsible for providing a complete printed copy of their engine's original CIK Homologation data form upon request by the Technical Inspector.
- 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
- Intake silencer (air box) must be unmodified CIK Homologated with two (2) 29mm I.D. or smaller inlet tubes. Internal filter is optional.
- Carburetor must be the original specification 30mm Dellorto with no modifications. Jet needle and all jets are non-tech.

E. Vortex ROK Shifter Engine Technical

- Eligibility:
 - Vortex ROK Shifter spec package with no modifications
 - Must conform to all technical rules, dimensions and jetting provided in the most recent revisions of the following documents, as posted to the ROK USA website:
 - Shifter ROK Identification Sheet ("Engine Fiche")
 - ROK Cup Technical Regulations (*ROK Shifter Technical Appendix* only)

F. IAME SSE Engine Technical

- Eligibility: The 2022-Spec USA IAME X30 Super Shifter Engine (SSE) is the only legal 175cc engine configuration. Engines modified to 2023-Spec are not allowed.
- Must conform to all technical rules and dimensions for the SSE 2022-Spec, as provided by IAME:
 - USA Super Shifter 175cc
 - Carburetor Tillotson HB-15A USA
 - IAME SSE 175cc Shifter USA Supplementary Rules
- Intake silencer (airbox) and exhaust silencer must conform to the USA Super Shifter 175cc document.

G. Stock Honda Moto Engine Technical

- Eligibility: Parameters as defined in this section, including the previously-run Spec Honda configuration.
- Must use unmodified OEM components from any 1992 – 2002 USA-Spec Honda CR-125 motocross engine, with the following exceptions and limitations:

- Must use a slide-type Keihin or Mikuni 38mm (nominal) carburetor with no modifications to the venturi or other internal components. May be converted to floatless / pump-around.
- Exhaust silencer body minimum length = 12".
- Exhaust valve assembly may be removed and plugged.
- Kick starter arm must be removed. Kick starter internal assembly may be removed and plugged.
- CDI engine control box must be one of the following OEM:
 - 1999, part #30410-KZ4-J11 / label #071000-1410
 - 1996, part #30410-KZ4-505 / label #071000-0850
 - 1997, part #30410-KZ4-B01 / label #071000-1110
 - 1998, part #30410-KZ4-J01 / label #071000-1290
 - 2000, part #30410-KZ4-A91 / label #071000-1580
 - 2001, part #30410-KZ4-J30 / label #071000-1750
 - 2002, part #30410-KZ4-L21 / label #071000-1940
- Any year stator and flywheel are allowed. An aftermarket stator is allowed provided it is a direct replacement and of the same configuration as OEM. The stator CDI plug harness may be spliced and the mounting bolt slots may be elongated for timing adjustment. The stator / flywheel assembly shall not be modified in any other way.
- The 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.
- The crankshaft and main bearing journals may be modified for slip-fit.
- Non-tech items:
 - Pipe
 - Exhaust header (flange)
 - Carburetor slide, jet needle, all jets
 - Clutch friction disc & plate manufacturer
 - Clutch basket manufacturer
 - Spark plug / cap / coil wire
 - Air filter
 - Static ignition timing
 - Hardware