



# Four Stroke Karting

## HONDA GX200 Series

### Engine Technical Specifications

Version 2.0 – November 2024

## Overview

Engines will be supplied by the Endurance Racing Club (ERC) or Goulburn Kart Club / Sportsman Enduro Karting (SEK) or its appointed agents in a sealed ready to race configuration.

Should any maintenance or repairs be necessary, engines must be presented to ERC, SEK or its appointed agents, for re-sealing to establish such engines eligibility for competition.

## Specifications

<b>Description</b>	<b>Additional Information</b>
Engines permitted	GX200UT QXU, GX200UT2 QX2 or GX200UH2X Honda 6.5 HP
Mandatory Engine Sealing	Must be sealed by either ERC, SEK or one of its appointed agents.
Valves	Valves must be a Honda genuine manufactured as supplied in all new sealed engines. Inlet valve must be standard as supplied by Honda. Exhaust valve, part no. 14721-ZH8-810 is supplied in all ERC/SEKNSW supplied engines and is the only permitted exhaust valve. The exhaust valve rotator and matching retainer may be fitted to the inlet valve. Valve spring part numbers 14751-ZE1-000 and 14751-ZH8-940 are the only permitted valve springs.
Outside end of crankshaft modifications	Modifications to the outside end of the crankshaft are permitted to allow the provision of additional clutch keyways. A maximum of three additional keyway slots may be cut in each crankshaft with the dimensions in depth and length, the same as the original crank keyway slot
Cylinder head polishing	No polishing or modifications of the cylinder head, combustion area, inlet tract or exhaust port tract is permitted. Carbon removal must be achieved by chemical agents only. It would not be expected to see casting marks or imperfections removed. The head fitted to the engine should be of the same style of head fitted from the factory for the engine type. The fitting of lower cc heads to increase compression is not allowed. The sanding of head or block surface to remove gaskets is not permitted. The factory original machine marks should be visible at all times.
UT1 & UT2 carburettors	Fitting of alternative carburettor jets are allowed as follows: Size 68: Honda part no. 99101-ZH8-0680 Size 70: Honda part no. 99101-ZH8-0700 Size 72: Honda part no. 99101-ZH8-0720 Size 75: Honda part no. 99101-ZH8-0750 Size 78: Honda part no. 99101-ZH8-0780 Other than the allowable listed jets the carburettor is to be a standard GX 200 QXU / QX2 / UH2X unit including standard emulsion tube.

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<p>UT1 &amp; UT2 carburettors continued.</p>	<p>The emulsion tube must match the engine type (i.e. QXU engines must have a QXU carburettor utilising a QXU emulsion tube and QX2 engines can only use QX2 carburettor and QX2 emulsion tube).</p> <p>Carburettors must have the OEM mixture crew at all times</p> <p>Permissible Carburettors are as follows:  GX200UT - QXU engines: 16100-ZOV-921 code 64Y  GX200UT2 - QX2 engines: 16100-Z4V-921 code 59L  GX200UH2X - QX2 engines: 16100-ZCW-WA1 A3Q</p> <p>No metal removal or polishing permitted.</p> <p>Carburettor linkage may be modified to accept alternate linkage set ups but the shaft must remain unaltered.</p>
<p>Air filters and base plates</p>	<p>Substitution or complete removal of the renewable paper/foam air filter is permitted, however the outer air filter casing, including the base plate must remain as standard and in place. No modification of any kind to the outer air filter housing or base plate is permitted.</p>
<p>Ignition</p>	<p>Factory flywheel must be fitted and unmodified. Flywheel part number must match that of the original supplied flywheel for the particular engine model.</p> <p>Flywheel must be fitted in the standard position with the factory woodruff key. It is not permitted to use a stepped key OR remove the key in an effort to rotate the flywheel to modify ignition timing.</p> <p>Standard factory coils must be fitted and unmodified. It is not permitted to modify the coil for additional adjustment in attempt to modify timing.</p>
<p>Spark Plugs</p>	<p>Spark plugs are open. There is not restriction to the depth.</p>
<p>Gearing</p>	<p>Final drive gearing will be fixed (20 x 66) unless otherwise specified in the supplementary regulations of a meeting.</p>
<p>Noram GE20 clutch</p>	<p>All karts must be fitted with dry air cooled Noram style GE20 centrifugal clutches which cannot be adjusted whilst fitted to the motor. Clutches will be used to transmit the drive with a maximum engagement speed of not more than 2,500 rpm engine speed. Only standard Noram clutch springs are permitted for use. Only standard Noram GE20 clutch shoes may be used. Either the Noram GE20 light or heavy shoe with no modifications are permitted. Noram GE20 clutch drums may also be stamped as Magnum products..</p>
<p>Reboring</p>	<p>Reboring is not permitted. No sleeving or surface material change to the bore is permitted. No other metal removal from any component is permitted apart from Honing by approved engine sealers. Any honing must replicate the factory bore.</p>
<p>Governor mechanism</p>	<p>Removal of governor mechanism is permitted and if completely removed the hole in the crank case must be sealed to prevent oil leakage.</p>

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<p>Exhausts</p>	<p>Exhausts are either to be the standard Honda muffler including heat shield or the control aftermarket exhaust supplied by ERC or SEK.</p> <div data-bbox="427 219 1066 450" data-label="Image"> </div> <p>*Aftermarket exhaust shown.</p>
<p>Other Allowances</p>	<p>Valve lapping is permitted and honing is permitted – refer to section T8.</p>