Te Aroha Dirt Kart Club Engine Rules

CADET 6.5hp Engine Rules

CADET 6.5hp Engine Rules 1

Cover Note 1

Internal and External Additions 1

Testing procedure for RPM 2

Cover Note

These rules are in conjunction with all/any other rules laid down by the TADK Club and must be read/used in conjunction with those rules. These rules do not exclude the possibility of the club introducing some form of rev limiter at a later date.

1. Only stock standard 6.5 hp. stationary four stroke engines with a maximum of 212 cc allowed (if OEM capacity was 212cc).

2. Neither the engine nor any of its ancillaries may be modified in any way likely to improve performance, unless specifically authorised as legal.

3. If it's not written into the rules, you cannot do it.

Internal and External Additions

1. No additional material may be added except in the case of throttle connections and springs, engine repairs which shall only restore the engine or components to original specifications. An orifice plate can be stipulated by the TADK Club.

2. The use of thermal barrier coatings/ceramic coatings on or in the engine components is prohibited.

3. All governors & springs must be original to engines make and model.

4. Air box must be "as original". No drilling or cutting permitted.

5. RPM cannot exceed 4200 rpm. This will be tested randomly or at end of any race.
6. OEM built-in 2:1 reduction gearbox and clutch permitted.
7. All karts must be fitted with kill switch in easy reach of the driver.

   Suggest using steering wheel mounted switch, either as well as, or instead of engine mounted – (this allows driver to stop engine without taking eyes away from forward facing).

8. Low oil cut off sensor may be disconnected/removed.
9. An operable centrifugal clutch is mandatory.

Testing procedure for RPM

If deemed necessary, a test may be conducted.

Kart to be “blocked” so that rear wheels are off the ground.

RPM meter to be connected to spark plug lead or ignition primary sensor connection.

Engine to started and (if necessary) warmed up

Engine to be run to utmost rpm attainable (operator must be in control of brake pedal and applying slight pressure to the brake pedal to prevent “overrun”).

If Alfano or MyChron equipment used, highest rpm will be recorded. If a hand-held rpm indicator without highest rpm recording feature is used, the testing official must confirm with kart owner/driver that they agree with reading observed at time of testing.

The rpm testing equipment used on the day is the testing equipment- no questioning of accuracy.

The outcome of the test must be recorded and signed by both the owner/driver and the TADK Club official.