



NEZ KARTING CHAMPIONSHIP

TECHNICAL REGULATIONS

TAG

1. Engine

1.1. Modification to engine or additional part(s) of engine is only allowed if engine will be comparable to homologation form.

1.2. Allowed engines

- 1.2.1. ATK TAG L01 125
- 1.2.2. BILAND SA250
- 1.2.3. BM Jaguar
- 1.2.4. COMER K365
- 1.2.5. CRS A1-125 kg
- 1.2.6. DINO M24
- 1.2.7. Italsistem ML47HD
- 1.2.8. Parilla Leopard
- 1.2.9. PCR Windfire 125
- 1.2.10. PRD Fireball
- 1.2.11. Rotax Max FR 125
- 1.2.12. Seven L4TAG
- 1.2.13. Sonik VX 125
- 1.2.14. VAMPIRE V2
- 1.2.15. VORTEX ROK

1.3. Carburetor(s)

Original as supplied from the engine manufacturer, jetting is open. The way the throttle cable connects to the arm and the bracket that holds the cable are non-tech, you must not modify the manifold or the carburetor. The arm, throttle shaft and butterfly are original with no modifications. The slide assembly is included in jetting but must retain original replacement parts. No button head screws in butterfly. Surface finish of venturi and bore must remain as manufactured. Butterfly type: Must be of original manufacture and stock. The Welch plugs are non-tech but must be of the same size and shape that comes in the overhaul kits, the fuel may only pass through stock metering orifices. Any components not specified herein must be stock appearing. Inlet springs are non-tech item. Machine work to the throttle shaft is not allowed. Surface finish of venturi and bore must remain as manufactured. Carburetors must be matched to engine as homologated. All pumper style carburetors are single-pumpers with plastic fuel cap. Fuel adjustment needles must be stock from the needle top to the "O" ring step. Needles may be modified beyond the "O" ring step to attach needle extensions. No remote carb adjusters or triggers allowed.

1.4. Fuel pump

Must be of diaphragm pulse type, original type of fuel pump mandatory. No secondary pumps allowed.

1.5. Inlet silencer

Must be CIK, Biland, Vampire or Rotax approved air box. If there are inlet tubes, those not to exceed 22.0 mm (+/- 1.0 mm) inside diameter and 95.0 mm minimum length. All air boxes may not be modified although the rubber flange may be trimmed on the inside of the air box to the flange lip. Aftermarket internal foam air filters are allowed as long as no modification is made to the air box itself. The position of the air box is non-tech.

1.6. Battery

Battery is non-tech, but must be of the same size and shape and must be of the same amperage and voltage as original 12 volt / 6.5 - 8.0 Amperage Hour. Any battery found to be cracked or broken and leaking will be removed from the event.

1.7. Exhaust system

Exhaust and silencers original as supplied by manufacturer. No plating or ceramic coatings permitted. Header and pipe: No interchange allowed. Pipe and header must be of original manufacture with no modifications. Exhaust system must start and complete race intact as intended for use by the manufacturer. Connector pipe where applicable must be round and of proper O.D. as to connect pipe to header as supplied by manufacturer. Connector pipe length non-tech unless otherwise specified. Addition of exhaust gas temperature lead is legal, but hole must be plugged if either sensor is not used. No welding for repairs allowed.

1.8. Clutch

Like a original, as supplied with engine from manufacturer and as per factory specifications. Non-adjustable, single disk or shoe type clutch only. Clutch engagement not to exceed 6,000 RPM. Clutch drum gear (amount of teeth on drive sprocket) is non-tech. Although you may not make any modifications to the original clutch drum, only factory clutch drums from the manufacturer will be allowed.

1.9. Cooling system

Coolant may not contain any Glycol based material. Water wetter or other surfactants may be added. Must be mounted to right or left of the driver. Aftermarket water pumps are allowed, but must be driven by the rear axle and be of the same type as original.

1.10. Bearings, seals and gaskets

Bearings are open but must be of the same type, material and design as the original bearings. Replacement bearings must be standard type, conventional bearings with steel or plastic retainers. They must be of the same width and outside diameter as original bearings. Ceramic or angular contact bearings are not allowed. Seals are open, but they must be unmodified and must be installed as the manufacturer intended. Gaskets are open but must meet the

manufacturers' thickness and cannot be added or deleted. You may not stack base gaskets (must be single gasket as it was supplied from the factory).

2. Chassis Specifications

– Description of the equipment parts. It is composed of:

- a) chassis frame
- b) chassis main parts
- c) chassis auxiliary parts: in order to make the kart more solid, special tubes and profiles (auxiliary parts) may be mounted. However, they must not present a risk for the safety of the Driver and of the other Competitors.

2.1. Modifications and identification

Any modification to the homologated chassis is authorised except regarding the:

- indications on the Homologation Form,
- indications mentioned in the Technical Regulations.

2.2. Chassis frame – Function

- It constitutes above all the main supporting element of the vehicle.
- It serves as the rigid connection of the corresponding main parts of the chassis and for the incorporation of the auxiliary parts.
- It gives the kart the necessary solidity for possible forces occurring when it is in motion.

2.3. Description

The chassis frame is the central and supporting part of the whole kart. It must be sufficiently resistant to be able to absorb the charges produced when the kart is in motion.

2.4. Requirements

- " Magnetised " steel tubular construction with a cylindrical section. One piece with welded parts that cannot be dismantled.
- Without connections (mobile in 1, 2 or 3 axes).
- The flexibility of the chassis frame corresponds to the elasticity limits of the tubular construction.

2.5. Material

Magnetic structural steel or structural steel alloy.

2.6. Chassis main parts

Function: Transmission of the track forces to the chassis frame only through the tyres. Description (CIKFIA 2007 technical drawing No. 1)

2.7. Requirements

All the chassis main parts must be solidly attached to one another or to the chassis frame. A rigid construction is necessary, no articulations (mobile in 1, 2 or 3 axes). Articulated connections are only authorised for the conventional support of the steering knuckle and for steering. Any other device with the function of articulation in 1, 2 or 3 axes is forbidden. Any hydraulic or pneumatic absorbing device against oscillations is forbidden. The rear shaft (axle) must have a maximum external diameter of 50 mm and a minimum wall thickness of 1.9 mm at all points. The rear shaft thickness must at all points (except in key housings) be as a minimum:

Equivalence of thickness / external diameters	Max. external diameter (mm)	Min. thickness (mm)
50		1.9
40		2.9

2.8. All the parts which transmit the track forces to the chassis frame only through the tyres:

- rims with support
- rear axle
- steering knuckle
- king pin
- front and rear axles supports.
- If they exist, front and rear connecting parts.

Sketch of the chassis frame and of the chassis main parts: Technical drawing No. 1 appended.

2.8.1. Attachment of brakes, engine, exhaust, steering, seat, pedals, bumpers and inlet silencer:

- ballast
- all devices and connections
- all plates and springs
- other attachment points
- reinforcement tubing and sections
- brakes, brake discs

2.8.2. Requirements

- Auxiliary parts must be solidly fixed. Flexible connections are authorised. All the elements contributing to the normal functioning of the kart must comply with the Regulations. These parts must be mounted in order not to fall off while the kart is in motion.

2.9. DIMENSIONS AND WEIGHT

Technical specifications

Wheelbase: minimum: 101 cm, maximum: 107 cm

Track: at least 2/3 of the wheelbase used.

Overall length: 182 cm maximum without a front and/or rear fairing.

Overall width: 140 cm maximum

Height: 65 cm maximum from the ground, seat excluded.

No part may project beyond the quadrilateral formed by the front fairing, rear bumper and the wheels.

2.10. Weight

The weights given are absolute minima and it must be possible to check them at any moment of a competition and read on the display of the scales whatever their measuring precision, the Driver being normally equipped for the race (helmet, goggles, gloves and shoes). Any infringement found during a random check during or at the end of an event shall result in the Driver and/or Entrant being excluded from that particular Heat, Qualifying Practice or Race.

2.11. Ballast

It is authorised to adjust the weight of the kart with one or several ballasts subject to their being solid blocks, fixed to the chassis or to the seat by means of tools with at least two bolts of a minimum diameter of 6 mm.

2.12. BUMPERS

They are compulsory front, rear and side protections. These bumpers must be made of magnetic steel.

See CIK FIA 2007 technical drawing No. 2

2.12.1. Front bumper

- * The front bumper must consist in at least 2 steel elements.
- * A steel upper bar with a minimum diameter of 16 mm and a steel lower bar with a minimum diameter of 20 mm, both bars being connected together.
- * These 2 elements must be independent from the attachment of the pedals.
- * The front bumper must permit the attachment of the mandatory front fairing.
- * It must be attached to the chassis-frame by 4 points.
- * Front overhang: 350 mm minimum.
- * Width of the lower bar: straight and 300 mm minimum in relation to the longitudinal axis of the kart.
- * The attachments of the lower bar must be parallel (in both horizontal and vertical planes) to the axis of the chassis and permit a fitting (system of attachment to the chassis-frame) of 50 mm of the bumpers; they must be 450 mm apart and centred in relation to the longitudinal axis of the kart at a height of 90 +/- 20 mm from the ground.
- * Width of the upper bar: straight and 400 mm minimum in relation to the longitudinal axis of the kart.
- * Height of the upper bar: 200 mm minimum and 250 mm maximum from the ground.
- * The attachments of the upper bar must be 550 mm apart and centred in relation to the longitudinal axis of the kart.
- * The attachments of the upper bar and the lower bar must be welded to the chassis-frame.

2.12.2. Rear bumper

- * Composed as a minimum of an anti-interlocking bar with a minimum diameter of 16 mm and of a top bar with a minimum diameter of 16 mm. The whole unit must be fastened to the frame in at least 2 points (possibly by means of a flexible system) on the 2 main tubes of the chassis.
- * Height: the plane through the top of the front and rear wheels as a maximum; 200 mm from the ground as a minimum for the upper bar and 80 mm +/- 20 mm from the ground for the anti-interlocking bar.
- * Minimum width: 600 mm.
- * Rear overhang: 400 mm maximum.

2.12.3. Rear wheel protection

- * it is mandatory and homologated by the CIK-FIA after having passed the homologation tests.
- * It is not permitted to modify the chassis to fit the rear protection (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).
- * The design and functioning of the rear protection must be approved by the CIK-FIA Technical Working Group.
- * The rear protection must be made of hollow plastic moulded in one piece and must not present any danger

as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength.

- * It may under no circumstances be situated above the plane through the top of the rear tyres.
- * The surface(s) of the rear protection must be uniform and smooth; the rear protection must not comprise holes or cuttings other than those necessary for its attachment and/or present at the homologation.
- * Gap between the front of the rear protection and the rear wheels surface: 15 mm minimum, 50 mm maximum.
- * Minimum width: 1,340 mm.
- * Maximum width: that of the overall rear width, at any time and in all circumstances.
- * Ground clearance: 25 mm minimum, 60 mm maximum in a minimum of 3 spaces of a width of 200 mm minimum, situated in the extension of the rear wheels and the centre line of the chassis.
- * It must have a minimum height of 200 mm above the ground and have at the rear a vertical surface (+0°/-5°) with a minimum height of 100 mm immediately above the ground clearance, measured in a minimum of 3 spaces of a width of 200 mm minimum, situated in the extension of the rear wheels and the centre line of the chassis (according to CIK FIA 2007 technical drawing No. 2c).
- * Rear overhang: 400 mm maximum.
- * The unit must be attached to the frame in at least 2 points by supports homologated with the protection and made of plastic, steel or aluminium (possibly by a supple system) on the 2 main tubes of the chassis, or on the currently used bumper (upper bar and anti-interlocking bar, Article 2 point 5.2), and it must be possible to install it on all homologated chassis (respecting the homologated F dimensions which vary from 620 to 700 mm).
- * If a full rear fairing complying with the physical dimensions of the rear bumper is used, mounting the anti interlocking bar and the upper bar is optional. In all conditions, the rear protection must at no time protrude beyond the external plane of the rear wheels

2.12.4. Side bumpers

- * They must be composed of an bar.
- * They must allow the attachment of the mandatory side bodywork.
- * They must have a diameter of 20 mm.
- * They must be attached to the chassis-frame by 2 points.
- * These 2 attachments must be parallel to the ground and perpendicular to the axis of the chassis; they must allow a fitting (system of attachment to the chassis-frame) of the bumpers of 50 mm minimum.

2.13. FLOOR TRAY

There must be a floor tray made of rigid material that stretches only from the central strut of the chassis frame to the front of the chassis frame. It must be laterally edged by a tube or a rim preventing the Driver's feet from sliding off the platform. If it is perforated, the holes must not have a diameter of more than 10 mm and they must be apart by four times their diameter as a minimum.

2.14. BODYWORK

For all categories, it must be made up of two side bodyworks, one front fairing, one front panel and one possible rear wheel protection (CIK-FIA 2007 see technical drawing No. 2b).

The bodywork must be homologated by the CIK-FIA.

No element of the bodywork may be used as fuel tank or for the attachment of ballast.

No cutting of bodywork elements is allowed.

2.14.1. Materials

Non-metallic; carbon fibre, Kevlar and glass fibre are forbidden. In all categories, if plastic is used, it must not be possible to splinter it and it shall not have any sharp angles as a result of a possible breakage.

2.14.2. Side bodyworks

* They must under no circumstances be located either above the plane through the top of the front and rear tyres or beyond the plane through the external part of the front and rear wheels (with the front wheels in the straight ahead position). In the case of a " Wet race ", side bodywork may not be located outside the plane passing through the outer edge of the rear wheels.

* They must have a ground clearance of 25 mm minimum and of 60 mm maximum.

* The surface of the side bodyworks must be uniform and smooth; it must not comprise holes or cuttings other than those necessary for their attachment .

* Gap between the front of the side bodyworks and the front wheels: 150 mm maximum.

* Gap between the back of the side bodyworks and the rear wheels: 60 mm maximum.

* No part of the side bodyworks may cover any part of the Driver seated in his normal driving position.

* The side bodyworks must not overlap the chassis-frame seen from underneath.

* On their outer side they must comprise a vertical surface (with a tolerance of +/- 5° in relation to the theoretical vertical plane) with a minimum height of 100 mm and a minimum length of 400 mm located immediately above the ground clearance.

* They must not be able to hold back water, gravel or any other substance.

* They must be solidly attached to the side bumpers.

* On their rear vertical surface close to the wheels there must be a space for competition numbers.

2.14.3. Front fairing

* It may under no circumstances be located above the plane through the top of the front wheels.

* It must not comprise any sharp edges.

* Its minimum width is 1,000 mm and its maximum width is the external width of the front wheel/axle unit.

* Maximum gap between the front wheels and the back of the fairing: 150 mm.

* Front overhang: 650 mm maximum.

* The fairing must comprise on its front side a vertical surface (with a tolerance of +/- 5° in relation to the theoretical vertical plane) with a minimum height of 80 mm and a minimum length of 300 mm located immediately above the ground clearance.

* The fairing must not be able to hold back water, gravel or any other substance.

2.14.4. Front panel

* It must not be located above the horizontal plane through the top of the steering wheel.

* It must allow a gap of at least 50 mm between it and the steering wheel and it must not protrude beyond the front fairing.

* It must neither impede the normal functioning of the pedals nor cover any part of the feet in the normal driving position.

* Its width is 250 mm minimum and 300 mm maximum.

* Its lower part must be solidly attached to the front part of the chassis-frame directly or indirectly. Its top part must be solidly attached to the steering column support with one or several independent bar(s).

* A space for competition numbers must be provided for on the front panel.

2.15. TRANSMISSION

Shall always be to the rear wheels. The method is free but any type of differential, whether through the axle, the wheel mounting hub or by any other means, is prohibited. Any device for chain lubrication is forbidden, except in the case of a system approved by the CIK-FIA.

2.16. CHAIN GUARD / DRIVING BELT

It is compulsory and must efficiently cover the sprocket And the crown-wheel down to the centre of the Crown wheel axis. In addition, it must incorporate efficient side protection.

2.17. SUSPENSION

All suspension devices, either elastic or hinged, are prohibited. Hydraulic, pneumatic or mechanical suspension devices are forbidden on all the kart.

2.18. BRAKES

The brakes must be homologated by the CIK-FIA. Brakes must be hydraulic. The brake control [the link between the pedal and the pump(s)] must be doubled (if a cable is used, it must have a minimum Ø of 1.8 mm and be blocked with a cable clip of the flat clip type). Four wheel brakes allowed if total weight is over 190 kg

2.19. STEERING

Must be controlled by a steering wheel which a continuous rim not incorporating any reflex angles in its basic shape. The upper and lower 1/3 of the circumference may be straight or of a different radius to the rest of the wheel. Any device mounted on the steering wheel must not protrude by more than 20 mm from the plane forward of the steering wheel and must not have sharp edges (see technical drawing No. 8). Flexible steering controls by cable or chain are forbidden. All parts of the steering must have a method of attachment offering maximum safety (split pins, self-locking nuts or burred bolts). The steering column must have a minimum diameter of 18 mm and a minimum wall thickness of 1.8 mm. It must be mounted with a safety clip system for the lower bearing restraint nut.

2.20. SEAT

The Driver's seat must be so designed that it is located to prevent the Driver from moving towards the sides or front when cornering or braking. The seat support reinforcement plates are mandatory for the upper part of the seat. Reinforcement must have a minimum thickness of 1.5 mm, a minimum surface of 13 sq cm or a minimum diameter of 40 mm. All supports must be bolted or welded at each

end and if these supports are not used they must be removed from the frame and from the seat.

2.21. PEDALS

Whatever the position of the pedals, they must never protrude forward of the chassis including the bumper.

Pedals must be placed in front of the master cylinder.

2.22. ACCELERATOR

The accelerator must be triggered off by a pedal equipped with a return spring. A mechanical link is compulsory between the pedal and the carburettor.

2.23. FUEL TANK

It must be securely fixed to the chassis and be designed in such a way that neither it nor the fuel pipes (which must be flexible) present any danger of leakage during the competition. A quick attachment to the chassis is strongly recommended. The tank shall in no way be shaped to act as an aerodynamic device. The tank must supply the engine only under normal atmospheric pressure (this means that, apart from the fuel pump located between the fuel tank and the carburettor, any principle or system, mechanical or not, which may have an influence on the internal pressure of the fuel tank is forbidden). Its capacity must be 8 litres.

2.24. WHEELS: RIMS AND TYRES

The rims must be fitted with pneumatic tyres (with or without tubes). The number of wheels is set at four.

Only the tyres may come in contact with the ground when the Driver is on board. By set of tyres is meant 2 front tyres and 2 rear tyres. All other combinations are forbidden. The simultaneous use of tyres of different makes or of " slick " and " wet weather " tyres on a kart is forbidden in all circumstances. The attachment of the wheels to the axles must incorporate a safety locking system (such as split pins or self-locking nuts, circlips, etc.).

2.24.1. Rims

The use of rims complying with the CIK-FIA technical drawing No. 4 is compulsory:

1. Diameter of coupling for tyres:
for 5 inch rims: 126.2 mm with a tolerance of +/-1.2 for the circumference with the hump and a tolerance of -1 for the diameter of rims with screws.
2. Width of the tyre housing: 10 mm minimum.
3. External diameter for 5 inch rims: 136.2 mm minimum.
4. Radius to facilitate the balance of the tyre in its housing: 8 mm.
5. Maximum pressure for assembly: 4 Bar.
6. Tyre burst resistance test with fluid at an 8 Bar pressure.
7. This rim must be manufactured in accordance with the appended CIK FIA 2007 Technical drawing No. 4.

The diameter of the rim must be 5" maximum. Only the tyres may come in contact with the ground when the Driver is on board. By set of tyres is meant 2 front tyres and 2 rear tyres. All other combinations are forbidden. The simultaneous use of tyres of different makes or of " slick " and " wet weather " tyres on a kart is forbidden in all circumstances. The attachment of the wheels to the axles must incorporate a safety locking system (such as split pins or self-locking nuts, circlips, etc.).

2.25. Bead retention

The front and rear wheels must have some form of bead retention with 3 pegs minimum in the outside rim.

2.26. RACING NUMBERS

The numbers shall be black on a yellow back-ground, and they shall be at least 15 cm high and have a 2 cm thick stroke (on long circuits: 20 cm and 3 cm) and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before Scrutineering, on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement). The Driver's name as well as the flag of his nationality shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm minimum. The Driver is responsible at all times for ensuring that the required numbers are clearly visible to Timekeepers and Officials.

3. Identification

It must be possible to identify the homologated equipment by the technical descriptions (drawings, dimensions, etc.) on the Homologation Form. If it is referred to the orientation of the chassis, bodywork, engine, etc., this reference shall be based on the driving position of the Driver in the forward direction. It must be possible to identify a homologated engine or its parts by the technical descriptions (photos, drawings, dimensions, etc.) on the Homologation Form and taking into account the modifications allowed and the prescribed limits in accordance

3.1. Controls

For the control, the following tolerances are allowed:

- 3.1.1. Connecting rod centre line: +/- 0.2 mm
- 3.1.2. Piston stroke: - engine assembled: +/- 0.2 mm
- 3.1.3. crankshaft alone: +/- 0.1 mm
- 3.1.4. Ignition, engine: +/- 2°

Other parts :

- 3.1.5. Dimensions: < 25 mm 25 - 60 mm > 60 mm
Machined parts: +-0.5 mm +-0.8 mm +-1.5 mm

Raw or welded parts: +-1.0 mm +-1.5 mm +-3.0 mm

All the measurements are taken using the metric system: cm, mm, kg, ° (degree), etc.

3.2. Without tolerance (at all times and whatever the conditions may be):

- 3.2.1. Cubic capacities.
- 3.2.2. Diameter of the carburettor venturi.
- 3.2.3. Noise limit.
- 3.2.4. Weight measurement.
- 3.2.5. Combustion chamber volume.
- 3.2.6. « Squish ».
- 3.2.7. Any minimum and maximum value.

3.3. Telemetry

All telemetry systems are strictly forbidden, unless they are

prescribed by the organiser

3.4. Data logging

This system, with or without a memory, may permit only the reading of: the engine revs (by induction on the spark plug HT cable), two indications of temperature, the speed of one wheel, an X/Y accelerometer and lap times.

3.5. Radio

Any radio communication system between any Driver on the track and any other body is strictly forbidden.

4. KART SAFETY

Karts are only allowed to race if they are in a condition which meets the safety standards and if they comply with the Regulations. They must be designed and maintained in such a way as to allow the respect of the Regulations and as not to represent a danger for the Driver and other participants.

4.1. EQUIPMENT SAFETY

The Driver must wear:

4.1.1. A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:

- Snell Foundation K98, SA2000, K2005 and SA2005 (USA)
- British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).

Any modification to the above list will be published in the CIK Bulletin.

4.1.1.1. The weight of helmets may be checked at any time during an event and must not be more than 1,800 g. It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.

4.1.2. A pair of gloves covering the hands completely.

4.1.3. Fabric overalls must have a « Level 2 » homologation granted by the CIK-FIA bearing in a visible way the CIKFIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.

4.1.4. Boots must cover and protect the ankles.

5. Weight limits

5.1. Minimum weights

5.1.1. ATK TAG L01 125	180 kg
5.1.2. BILAND SA250	180 kg
5.1.3. BM Jaguar	174 kg
5.1.4. COMER K365	176 kg
5.1.5. CRS A1-125 kg	180 kg
5.1.6. DINO M24	174 kg
5.1.7. Italsistem ML47HD	180 kg
5.1.8. Parilla Leopard	174 kg
5.1.9. PCR Windfire 125	185 kg

5.1.10. PRD Fireball	174 kg
5.1.11. Rotax Max FR 125	172 kg
5.1.12. Seven L4TAG	185 kg
5.1.13. Sonik VX 125	180 kg
5.1.14. VAMPIRE V2	188 kg
5.1.15. VORTEX ROK	165 kg