Honda GX 160 Technical Regulations

1. GENERAL
The scrutineer will pay special attention to ensure that the finish of all components match those of the standard unit and reserves the right to compare any part from competitors' engines directly with a standard part as supplied by Honda (UK). Unless competitors have gone out of their way to source alternative parts, their engines should automatically comply with this rule. Furthermore, competitors should note that the term “standard” refers not only to the components used but also to the number used, their position and function and the manner in which the engines are assembled. Please remember that save for the changes specifically mentioned in these regulations the engines must be completely standard and unmodified, and that all components will remain in place unless this document specifically states that they are allowed to be removed. No specific coating procedures are allowed on any internal or external surface of the engine. The fasteners on the engines may be drilled for the purposes of lock wiring or sealing, as can drain and filling plugs. Replacement of external fasteners with non-Honda fasteners is only permitted when the replacement fastener improves safety or when the standard Honda fastener is not readily available. A thread recovery procedure is acceptable providing that the system and replacement fixing used are of no different size or pitch to the original and therefore offer no mechanical advantage over the original fixing, or alter the position of the original fixing. Use of thread lock and bearing lock compounds permitted. Engine measurements must be taken with the engine in a “just-raced” condition, i.e. with no removal of carbon residue or in any other way altered from the condition in which it was last used.

2. DEFINITIONS
2a. The standard, unmodified component
This means that the component has not had its substance altered in any way. It has had no material removed from it or added to it (except as noted in these regulations). It will be of the same, original material. Where appropriate, it should have the manufacturer’s original manufacturing process or machining marks on it. It is the component defined as being applicable to the particular engine type. If it does not say you can do it, you cannot do it.

2b. Engine types

GX160UT2 QHQ4, GX160UH2 QHQ4 and GX160RT2-QHG4 engines (T2) Also later Euro 5 engines numbered from 4000000.* All of these engine types are eligible (when supplied through HME-L European Engine Centre), with exceptions as notified in the following document.

These regulations relate specifically to the T2 engine, references to all previous engine types have been withdrawn. Previous engine types are subject to the regulations V11a of May 2016.

2c. Legality limit
In general terms, and where not clarified or qualified elsewhere in this document, the legal limit for eligibility purposes shall be deemed to be the service limit as specified by Honda in the most up-to-date Honda Service manual for the particular engine. (http://www.honda-engines-eu.com/en/welcome.html)

* On some later engine types, the numbers are laser-etched rather than stamped
COMPONENT BY COMPONENT

3. The fuel tank
   It is strongly urged that the engine’s integral fuel tank be removed. If this is done then the engine
   must be fitted with a suitable cover. A standard centrally-mounted fuel tank should then be used
   unmodified, and this tank and its mounting must be in accordance with manufacturer’s instructions.
   The capacity of this tank must not exceed 7.5 litres, when used for endurance events. Ballast may
   be added to the tank in order to maintain the maximum capacity. In this instance the kart may be
   fitted with a pulsed fuel pump(s), which will take a vacuum feed from either the governor rod hole
   or one drilled in the inlet manifold, tapped to accept a vacuum fitting. Fuel pipes must take a direct
   route to the carburettor and be safely secured. An extra loop of fuel pipe may be used as a return
   feed to the tank. One in-line fuel filter of nominal capacity per engine may be fitted, the dimensions
   of which do not exceed circumference of 10cms and a length (excluding stubs) of 5cms.

4. Exhaust
   For Honda Cadet the mandatory permitted exhausts are either the DEP001 or DEP002 units only.
   Its use should include the DEP-supplied tether secured to the flange mounting stud. When using
   this exhaust it is recommended that a captive nut type of fixing be used to secure the exhaust.
   The use of the additional support bracket and vibration washer is not mandatory but is advised, and non-use of this bracket will invalidate
   any manufacturer’s warranty. No attempt should be made to alter the appearance of the exhaust unit, it must have the same textures and
   manufacturing marks on it as originally supplied. The flange plate must be a minimum
   of 4.5mm at all points. The heat shield is an integral part
   of the exhaust and must be in place at all times. With this
   exhaust only, sealant may be used with a single gasket, or
   alternatively two gaskets without sealant.
   For Honda Senior, the standard exhaust must be used but a unit
   modified and sealed by an Agent may also be used. In this case, the
   unit will bear a seal applied by an Agent and it is the competitor’s
   responsibility to ensure this seal is in place at all times. At any time
   the modified unit on the engine can be exchanged with one held by
   the scrutineer, who will then send the competitor’s exhaust back to
   an Agent for inspection. If this unit is found to have been tampered with in any way, then the
   competitor will be penalised retrospectively. No other repair or modification is allowed. Exhaust, Part No 18310-ZH7-V90 or 18310-Z4M-010 can also be used, and modified as above.
   The Agents currently are: Focus Racing (0178 737 6655) and 7Kart (0192 083 1000)
   The heat shield should be in place at all times. Where the original fixings have failed, they can
   be replaced with a rivet-type thread repair, which can alternatively be welded, in original position.
   On the DEP units, all welds should be clearly visible, undamaged, not violated or interrupted.
   Outer weld penetration should also be visible. The ABkC identification tag should be complete,
   undamaged and in place across the end cap seam weld. On the DEP 002 unit, sides must be
   parallel with an overall diameter of 63.5 ±
   0.15mm
5. Carburettor

The T2 carburettor must be standard and unmodified. The E2 carb can be used on all variants of the engine. Overall length (manifold face to airbox face) is 53.9mm min and the bore go / no go gauge is 13.2mm / 13.3mm (see note 1). Pilot jet size marked 35 and not exceeding 0.35mm only, the mixture screw tang can be removed (see drawing 1 in Appendix 1). When used as a Cadet or Junior engine, only the official ABkC restrictor plate (which may be de burred) must be fitted between the carburettor and insulator with a gasket on either side and have an opening of no more than 16mm diameter. This size may be altered during the year (see notes page 8). A 2mm hole may be drilled in the tag on the restrictor for the purpose of affixing an official seal. This restrictor is not permitted in Senior engines.

![Official ABkC restrictor plate](image)

Note 1
In some carbs the bore is cast, (and in others machined), and therefore can be a little out of true. If measuring this bore, it is safest to use a semi circular gauge, rather than a flat plate gauge.

![Gauge comparison](image)

6. Permitted main jets

size 65 (PN 99101-ZK7-0650)  
size 70 (PN 99101-ZK7-0700)
size 68 (PN 99101-ZK7-0680)  
size 72 (PN 99101-ZK7-0720)
(jets may be brass or silver in colour)

It is permitted to drill or ream these jets to improve their accuracy.

For Cadet, emulsion tube must be part number 16166-Z4M-922 only, all the above tubes can be used for Junior or Senior engines. The throttle-actuating arm can be modified to accept an actuating rod onto the throttle butterfly, and a method of mounting a throttle actuating cable. Further a method of mounting a throttle return spring only.

7. Carburettor air box

Must be standard and unmodified. One hole is permitted to be drilled in Cadet airbox only to facilitate fixture of breather bottle (see section 11). The additional silencer, part number 17235-ZE1-831 may be used.

8. Air filter

The original air filter, if used, can have it’s paper and or foam element removed. Alternatively it can be omitted completely or be substituted for another filter. In any and every case, the plastic outer cover must remain as standard, unmodified and securely fixed in its original position.
9. **Spark plugs**

Must be standard and unmodified (and with its original sealing gasket washer in place) from the following list only, no other can be used. Electrode gap measurement is free. However, the electrode should still conform in shape and relative position to an original item by way of comparison. The standard Honda resistor spark plug cap must be used where a non-resistor spark plug is used, otherwise plug cap is free.

Permitted spark plugs

<table>
<thead>
<tr>
<th>Brand</th>
<th>Model</th>
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<tbody>
<tr>
<td>NGK</td>
<td>BPR6ES</td>
</tr>
<tr>
<td></td>
<td>BP6ES</td>
</tr>
<tr>
<td></td>
<td>BP5ES</td>
</tr>
<tr>
<td>Nippondenso</td>
<td>W20EP-U</td>
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<td></td>
<td>W20EPR-U</td>
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<tr>
<td></td>
<td>W16EP-U</td>
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<tr>
<td></td>
<td>W16EPR-U</td>
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</tbody>
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10. **Bodywork / ducting**

All of the engine bodywork and ducting must be standard and unmodified except for the drilling of a small hole to accept one end of a throttle return spring or security fixing. The pull-cord mechanism must be standard and unmodified, although the pull-cord starter may be rotated on its standard mounting holes. The on/off switch must be fitted and be capable of stopping the engine when operated as intended. A shroud may be attached to the casing to protect the switch, if required. All or any of the bodywork / ducting can be painted or chromed.

11. **Rocker cover**

Rocker cover must be standard and unmodified, although it may be painted or chromed. Its valve must be present and in working order. The breather pipe must be in position and intact, of suitable length, it must be securely fixed in both the rocker cover and the outlet of the airbox, and have no perforations or leakage points. For Cadet only, this pipe must be interrupted and fed into a breather bottle as shown, which must have a 4mm hole in its upper surface.

12. **Valve Gear**

The valve rocker studs must be standard and unmodified. The valve spring used must offer no mechanical advantage over a standard QHG4 spring (PN 14751-ZH8-940) i.e. a force of 8 kg will compress the spring to less than 18.5mm overall length. Valve rockers, cam followers and pushrods must be standard and unmodified.

13. **Valves**

Valves will be standard and unmodified. Valve-seat grinding and cutting is allowed, to the single standard profile only (45°) but with one cut above and/or below this standard profile as restorative cuts allowed, a maximum of three angles in total. Valve seat must be 7.2mm or lower, measured from the cylinder head face. A go/no-go gauge will be introduced to check this dimension for compliance.

14. **Cylinder head**

Will be standard and unmodified with a minimum measurement of 73.80mm from the rocker cover gasket face to the cylinder head gasket face. The ABkC CPO gauge can be used to check this. Ports must be standard and unmodified, the standard de-burring marks and sharp edges should always be present. A maximum measurement of 29.25mm (inlet) and 28.25mm (exhaust) must be present between the cylinder head gasket face and the land surrounding the valve guide. The ABkC Inlet/Exhaust gauge can be used to check this. The ABkC Head gauge is used to check the distance between the cylinder head face and the land between the valves, which must be a minimum of 6.6mm. The ABkC spark plug insert must be used to check plug depth. A standard volume check can be carried out,
in which case you would expect to read a minimum of 21.2cc. If this value is not obtained then a full inspection would be needed using the gauges and measuring methods to decide the eligibility of the engine. The head gasket face may be machined, but the cylinder head must at all times comply with all of the gauges and dimensions.

15. **Head gasket**
Must be standard and unmodified and will at all times have a minimum thickness at all points of minimum 0.20mm.

16. **Piston**
Piston rings will be standard and unmodified. Only standard size rings, (marked 1R, R, T, 1T, NT, 1N/T or N on top ring) can be used. The rings must always be free in their grooves and function as designed. All dimensions on the piston must comply with the ABkC piston gauge.
17. Connecting Rod
The standard connecting rod or alternatively the billet rod part number HC100 (numerically and sequentially marked by the supplier) can be used, but both must remain standard and unmodified. Billet rod must use standard original shells only, part number #6394.

18. Crankshaft
The governor gear on the T2 crankshaft can be removed. The position of the cam gear wheel is free. The standard key must be used, but may be modified in accordance with item 19. In all instances, the final stroke must not exceed 45.15mm. This measurement should be taken after the crankshaft has been rotated two complete revolutions in a forward direction. In this instance no pressure may be applied to the piston. The bridge tool can be used to determine deck height and stroke. Crankshaft bearing journal adjustment is permitted, to a minimum of 24.95mm.

19. Flywheel
The flywheel must be standard and unmodified and have a weight of between 2.2 - 2.5 kgs. The key may be reduced in width or otherwise modified, but not omitted. The ignition timing must be set/checked in the following manner. Remove spark plug and rotate engine in its forward direction of travel a minimum of two complete crankshaft revolutions, before inserting the ABkC - marked piston stop in the spark plug hole. Rotate the engine against its natural travel direction until the piston meets the stop. Zero your digital rotary meter (or any suitable protractor). Rotate the engine forward until it meets the piston stop once more. Note that reading. Subtract that reading from 360 and bisect the remainder. Release the piston stop and continue to advance the flywheel in the forward direction by that amount. At this point, measure the ignition timing, using the correct ABkC-marked template tool in place (type 1 shown). The edge of the magnet must not intrude into the split marking the go (✓) and no-go (✗) area of the template (for the particular engine type). If in doubt, a 0.2mm feeler gauge inserted into the split should have its edge resting on the magnet mounting. If it rests on the magnet, it is non-compliant. If using the bridge tool, set your piston stop depth to 25mm from the deck face. In this instance no pressure may be applied to the piston. The standard and unmodified fan must be used, with all fins in place. The flywheel magnet can be reduced to a minimum chord dimension of 36.5mm. A go/no-go gauge will be introduced to check this dimension for compliance.

*NOTE. The magnet base might vary in colour from that illustrated.
20. **Ignition coil**

The ignition coil (including ignition lead) will be the standard and unmodified unit. Either original or later type coil can be used. The coil mounting bolts must be standard and unmodified and use the original mounting positions (see also section 23 concerning welded repair).

![Ignition coil](image)

21. **Camshaft**

The standard and unmodified camshaft must be used, the service limit is 27.45mm for both lobes. The cam is easily inspected using the ABkC cam inspection tool, which will not fit any other cam type. All three segments of the cam check gauge must fit symmetrically and the alignment marks be within range of guide marks.

![Camshaft](image)

22. **Push rods**

The push rods must be the standard and unmodified units. Pushrod length 133.6mm ± 0.5mm.

![Push rods](image)

23. **Crankcase**

The crankcase can only be modified by the removal of the governor mechanism and in all other respects must be standard and unmodified. If completely removed, the hole in the crankcase must be sealed to prevent oil leakage (unless a suitable pulse take-off is used in its place). The crankcase bearings and seals must be standard and unmodified. The bore must be standard only, service limit 68.165mm at all points of the bore. No sleeving or surface material change to the cylinder bore is allowed but honing is permitted. The cylinder mating face may be machined to achieve a minimum deck height of 44.9mm (read between the cylinder mating face and the cast face of the piston, in line with the piston pin, with the piston at BDC). It is permitted to push down on the piston, centrally, before taking this measurement. The ABkC block tool may be used to check this dimension. Welded repairs are allowed to the engine mounting area at the crankcase base and additionally to the ignition coil mounting posts, provided that this does not change the position or thread size of the post. No other welded repairs are permitted. It is permitted to introduce a magnet into the crankcase area, by fixation into either the sump drain plug or oil filler plug. Manufactured items that follow this pattern are included.

![Crankcase](image)

With the piston at BDC, the ABkC Block tool must sit flush on the deck face and be in line with the piston pin

Using the CPO gauge to zero a caliper prior to its use for deck height measurements. Stroke also measured with this bridge
24. **Crankcase side cover**
   Must be standard and unmodified and positioned with both dowels, standard and unmodified, in place.

25. **Gaskets**
   All gaskets must be standard and unmodified. Where there is any doubt about the eligibility or suitability of a particular gasket it should be compared with a new item from the manufacturer.

26. **Clutch**
   **Cadets** must only use the Magnum clutch, with white springs and heavy shoes. Other classes must use a dry, air-cooled centrifugal clutch of Magnum, Maxtorque or Quantum manufacture only to transmit the drive, only the types illustrated below are eligible. In all instances the clutch should be in standard form (as supplied), be incapable of adjustment in position and have a maximum engagement speed of no more than 2,500 rpm engine speed. Only metal to metal contact is allowed, no use of friction materials. For clarification, shoe and drum type clutches only are permitted, plate clutches are not allowed.
27. Sealing

Engine preparers may use an authorised seal. This will only be used to determine that the engine is still in the original condition as it left the preparer, and will have no validity in scrutineering terms. If removed during scrutineering, it can be replaced (at owners request), with a standard MSUK seal. It is a matter between the preparer and owner whether they wish to have an authorised seal replenished.

28. Scrutineering

To keep the class as economic as possible, the cost of an engine rebuild following a scrutineering inspection will be no more than £100.00, (plus any parts, carriage and VAT).

Where a component, following any inspection or examination, is no longer serviceable or is rendered unusable, the cost of a replacement of that component will be limited to the manufacturer’s inclusive recommended retail price for that component. This will also hold true for any transit or insurance value.

The ABkC may introduce new check tools or inspection methods at any time during the year in order to maintain the integrity of these regulations. Any new regulation will come into force one month after the publication of updated regulations, subject to MSUK approval.

A master set of dimensionally accurate gauges are held by the ABkC for verification purposes.

Where specified, officially sanctioned and nominated Honda gauges and measurement devices should always be used when checking engine measurements. In the case of any doubt or dispute, only these specified and approved items must be used and the results taken as definitive and final.

Samples can be taken at any point during an event to investigate the presence of any combustion-enhancing additive to the lubricant or fuel, all of which are not permitted in this class.

From 1st January to 31st March engines conforming to Honda GX160 Technical Regulations Version 14A will be accepted, only at club meetings (defined as Karting Yearbook App 4 B14), thereafter only engines conforming to the current version are acceptable.

The ABkC reserves the right to make amendments at any time during the year in order to adjust the performance of this engine type. Any new regulation will come into force one month after the publication of updated regulations, subject to Motorsport UK approval.

NOTES

Users of earlier engine types are strongly recommended to read these regulations alongside a copy of the Honda Technical Regulations version 11a May 2016.
n.b. the pictures of the prototype gauges used here might vary with the appearance of the production items. However their dimensions and function will be the same.
Appendix 2

MotorsportUK/ABkC approved tools

Bridge tool

Template tools

Piston Gauge

Cam inspection tool

Piston stop

Location tool

Spark plug insert

Digital angle gauge

Inlet/exhaust Gauge

All tools available at www.kartstore.uk