



Comer Kid Karts (2018)

Comer Kid Kart:

Age: 5 – 7 years old

*** Driver will not be able to compete until they reach 5 years old; if the driver turns 5 June 10th they can race on or after June 10th.**

Engine: C – 51 only

Tires: Slicks MG “HZ” or “HZI” Red 4.60 Fronts & Rears
Rains MG “WT” 4.20 Fronts & Rears

Weight: 150 lbs.

*** SFI 20.1 Chest Protectors are MANDATORY for all Kid Kart Drivers.**

Frame – Offset karts are not permitted, seat shall be within the frame rails. Seat and pedals should be located where the driver can reach and control the kart.

Seat and Steering Height – Minimum seat height is 12”, maximum steering wheel height is 20”.

Wheelbase – 29” minimum 31” maximum.

Width – Front 40” maximum outside of tire/rim, no minimum. Rear 39” minimum, 42” maximum outside of tire/rim.

Bodywork – Side pods and nose cones are mandatory.

Rear Bumper – Must be CIK plastic bumper and shall protect the rear wheels.

Chain Guard – Chain must be completely covered when looking from above or behind kart. A full chain guard is recommended but not mandatory.

Chain and Gearing - #219 chain, 10 tooth driver with 89 tooth gear.

Tire Circumference – Maximum rear tire circumference is 33 3/8”.

Tire Pressure – Maximum tire pressure is 30 psi after race.

Comer C-51 Rules &

Regulations:

*** Note: Any part may be compared to known stock part for determination of legality.**

Engine Pressure/Vacuum Testing:

USPKS may perform a pressure or vacuum test to ensure extra air is not being pulled into the engine for any performance gain. Both pressure and vacuum tests may be performed — engine must hold 5 psi for 60 seconds and/or 5 HG of vacuum for 60 seconds.

Engine:

Shall remain stock as manufactured.

Carburetor:

Model SHA 14 12L Dellorto

Shall be as manufactured; broken carburetors cannot be repaired outside of damaged bolt holes that can be repaired with tread insert or bigger bolt.

Intake Manifold:

Shall be as manufactured; any polishing is illegal.

Air Filter:

Open.

Spark Plug:

Shall be OEM 3/8” reach.

Cylinder:

Shall be as manufactured; any grinding is illegal.

**Piston:**

Shall be OEM/Stock appearing. Skirts shall be the same measurement +/- 0.015" on each side with the minimum length of 1.210" from the bottom of the bottom ring groove to bottom of piston skirt.

Ring:

Must be OEM with a maximum gap of 0.040 and shall not fall through the cylinder.

Combustion Chamber:

Shall be as manufactured. Threads shall be intact; if threads are repaired with thread insert, it shall be full length.

Crank and Wrist Pins:

Shall be OEM.

Main Bearings:

Shall be same type and size as OEM bearings. Dual row bearings are legal; ceramic or other exotic bearings are illegal.

Seals:

Shall be in place as manufactured. Any attempt to reduce drag or sealing is illegal; leaking seals could lead to disqualification.

Base Gasket:

Shall be used with no maximum thickness.

Clutch:

Clutch shall be as manufactured. Shoe shall be stock appearing; removing material or polishing is illegal, and shoes shall have the Comer in the casting.

Muffler:

Shall be C51 OEM with a single OEM gasket in place. Bolts shall be tight; if safety wire is used, the muffler shall not be able to be moved by hand. The exhaust holes shall pass the 0.110"/0.475" No-Go inspection.

Tape on Engine Shroud:

Placing tape on the engine shroud is allowed.

Comer C-51 Specs

CC – 8.3 using LAD cc plug with 0.310 spacer

Exhaust – 1.200 minimum, using a 3mm rod

Intake – 0.370 maximum, using a 3mm rod

Timing – 0.040 – 0.060

Clutch Spring – Max. Diameter 0.430" with 9 coils

Wire Diameter 0.075" – 0.080"

Carburetor – Venturi 0.475" (No Go)

Jet – 0.019" (Go), 0.026" (No Go)

Atomizer Tube – Bottom hole 0.035" (No Go)

Top hole 0.049" (No Go)

