



RPM Honda R200 REGS 2026

UK Kart Series rules and regulations are always the first point of call on any issues, if this fails to resolve an issue then the MSUK Gold Book will be consulted and used as a reference point.

Competitors should work on the basis that if any process is not clearly stated as being permissible, then they should accept that it is illegal and seek clarification from the scrutineer.

Karts must comply with these technical regulations at all times during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.

Technical checks may be carried out before, during and after qualifying and racing. The scrutineers are empowered to undertake any form of verification they deem necessary.

I 1. Chassis

Only Approved registered chassis are permitted of 900mm & 950mm wheel base. No home made chassis' permitted.

I 1.1. Modifications

The only additions permitted, along with modifications solely concerned with their fitment are: Seats, Nassau panels, front fairing and ballast to achieve the required weight or for repair purposes.

Any non-homologated part, except as stated above, may not be added. Any additional or alternative welded on components not shown on the MSUK Chassis Homologation are not permitted.

I 1.2. Prohibited Materials

The following materials are specifically prohibited: Kevlar, carbon fibre (except for seats and floor tray), magnesium (except for Wheels) and titanium.

I 1.3. Dimensions

Wheelbase: 900mm $\pm$ 5mm. OR 950mm $\pm$ 5mm

Overall Length: 1700mm (max.).

Overall Width: Min: 2/3 wheelbase Max: 1200mm .

I 1.4 Steering

Caster/Camber adjustment is permitted to the front axle by the addition of top pills only on 900mm chassis and full top and bottom on 950mm chassis.

Stub axles: as homologated with chassis..... no modification whatsoever permitted.

All columns to be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws.

I 1.5. Floor Tray

There must be a rigid, flat floor from the seat to the front and side chassis members, secured to them so as to prevent the driver's feet from sliding off.

The rear-most point of the floor tray must not project beyond the middle of the chassis cross rail located under the front of the seat. Any perforation of the floor other than for the attachment of ballast and other applicable accessories must be a production feature and be homologated as such. If perforated, the holes must not have a diameter exceeding 10mm.

I 1.6. Bodywork and Bumpers

All karts must be fitted with bumpers and bodywork providing front, rear and side protection, as detailed in the regulations below and in Drawing Number 6 in Section U of the MSUK Yearbook.

CSAI Homologated Minikart bodywork and bumpers may also be used, with the exception of the Rear Protection System, in lieu of Regulations 1.3.6, 1.3.8-1.3.11 as relevant and provided that they comply fully with their homologation. An MSUK Registered Rear Protection System may be used in lieu of a rear bumper (1.3.7)

I 1.7. Front Bumper

Must comply with MSUK Yearbook Regulations and the following: Have the four attachment points welded to the chassis-frame. For 2011 and later homologated chassis, these points must be as homologated. Have the lower and upper tubes joined by a minimum of one aluminium or steel connecting upright. This requirement does not include over centre clips.

The lower bar must be constructed from magnetic steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm and comprise a D-shape extension to the chassis frame.

It must be a minimum width of 250mm, and be $80\text{mm} \pm 30\text{mm}$ above the ground with the kart in dry configuration.

The upper bar must be constructed from magnetic steel tubing with minimum outside diameter of 15mm and a minimum wall thickness of 1.4mm. It must be a minimum width of 300mm, and be $200\text{mm} \pm 50\text{mm}$ above the ground with the kart in dry configuration.

I 1.8. Rear Bumper

Must comply with MSUK Yearbook Regulations and the following: Consist of two horizontal tubes. The upper having outer extension forming a closed loop, with two link tubes to the chassis anchorage points (as per Drawing 5, Diagram 2 in Appendix 1 of Section U) at least 450mm apart at any point. The radius of the outer extensions is free but it should not be less than 2.5 times the tube outside diameter. Have the upper bar and outer loops constructed from magnetic steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm. Have the lower bar constructed from magnetic steel tubing with a minimum outside diameter of 15mm and a minimum wall thickness of 1.4mm. Have the upper tube and uppermost extension element $225\text{mm} \pm 25\text{mm}$ above the ground in dry configuration. Have the lower tube connected between the two uprights and a maximum height of 100mm above the ground in dry configuration and a minimum height level with the centreline of the chassis rail. Have the fixings secured at all times. The contact area of the fixing must not protrude inside the rear of the chassis rail by more than 100mm.

I 1.9. Side Bumpers

The side bumpers must (please note U17.9 does not apply): Comprise a minimum of a single tube constructed from magnetic steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm (minimum diameter of 20mm recommended).

Be securely attached to chassis by a minimum of two points on each side of the chassis.

Allow for the attachment of the mandatory side pods.

For pre-2011 Homologated Chassis, where parallel side bumper mounting points are used, have these points a minimum of 375mm apart (measured at the centres). For 2011 and later homologated chassis, these points must be as homologated.

Side bumpers must be compatible with existing bodywork and include side support.

I 1.10. Side Pods

Must comply with MSUK Yearbook Regulations and the following: Include on the outer side a vertical surface with a minimum height of 70mm and a minimum length of 250mm located immediately above the ground clearance.

Not include holes or cuttings except those necessary for their attachment and those in the inside and top plastic face for fitments (maximum M8 diameter). A hole may also be drilled for starter access, even if not in use.

Not cover any part of the driver seated in their normal driving position.

Not be designed to hold back water, gravel or any other substance.

Have a clearance of between 25mm and 60mm above the ground in dry configuration (see Section U, Drawing 6).

I 1.11. Front Fairing

Drop down bumpers are mandatory for. Any driver with a 'dropped' bumper at the end of any heat/final will be penalised. Anyone seen re-attaching/kicking-out (or attempting to) a 'dropped' bumper, will be disqualified from that heat/qualifying.

Anyone found to have attached the front bumper in such a way that it can not drop will be penalised, this penalty could be up to and including exclusion from the meeting.

Must comply with MSUK Yearbook Regulations and the following: Have a width of 850mm $\pm$ 150mm.

Have a front overhang of 500mm maximum. Have a clearance of between 25mm and 60mm above the ground in dry configuration (see Section U, Drawing 6).

Comprise on its front face a centrally located vertical surface minimum 250mm x 70mm.

I 1.11. Front (Nassau) Panel

Must comply with MSUK Yearbook Regulations and the following:

Have a maximum width of 300mm.

Be fixed behind the front bumper and must not protrude past the front face of the front fairing.

I 1.12. Torsion Bars

Karts homologated with rear torsion bars must be raced with the bars in place and locked at all times.

Front and side torsion bars are not permitted.

I 1.13. Seat

Seat is free. Additional bolt on seat stays/mountings are permitted to a maximum of one per side, position is free. Bolt fixings must be used at each end of the seat stays.

I 1.14. Engine

One Honda engine with a slide carburettor of the 'GX200QH4' or 'GX200 QX4' (known as the 'R200' variant) fully sealed as authorised by Anderson-CSK motorsport. Seals must remain intact at all times. This engine type is subject to a maximum power and torque graph.

JETS:MAIN JET 105 PILOT JET 32 ONLY STANDARD AND UNMODIFIED.

AIRFILTER R200 K&N AIR FILER ONLY.

I 1.15. Engine Modifications

The use of a single in-line fuel filter is permitted.

No modification to the sealed engine outside of the Motorsport UK homologation fiche is permitted. No modification to the Carburettor or Inlet Manifold outside of the Motorsport UK homologation fiche is permitted.

I 1.15.1 Spark Plug.

Spark plugs must be standard and unmodified (and with the original sealing gasket washer in place) from the following list only, no other can be used, unless subsequently notified of change of item. Electrode gap measurement is free. If using BP6ES then spark plug cap must be original Honda item and have resistor in place, when using BPR6ES (with resistor in place), cap is free. Permitted spark plugs: NGK BPR6ES or BP6ES..

I 1.16. Transmission

Direct from the engine to the axle via a single length of chain.

Only the Magnum 20 or 22 Tooth clutch is permitted.

All methods of chain oiling and greasing while the kart is in motion are forbidden. A guard must be fitted covering the transmission in compliance with MSUK Yearbook Regulations.

I 1.17. Axle

As registered with the chassis. 25mm (30mm on 950 chassis) magnetic steel. Must have circlips fitted on both ends on 900mm chassis, hubs cannot protrude the axle ends.

Hubs, as homologated with the axle and chassis.

Axle to be fitted with two bearings containing steel ball races.... Ceramic or exotic material bearing faces are strictly prohibited.

Bearings to be located to axle using multipoint locating grub screws.

Quick release bearing carriers prohibited.

Hollow axle permitted if registered with chassis.

I 1.18. Brakes

MSUK Chassis Homologated Brake System.

Mechanical or hydraulic operation, solid disc or Vented, operating on the rear axle only. Interruptions on the friction surface (drilling, slots etc.) are permitted on homologated systems only and must be specified on the homologation form. The brake linkage must be duplicated.

I 1.19. Wheels

Wheels are open for both 900mm and 950mm chassis.

Hubs may be separate or integral. In accordance with U16.8.6, any hub with an overall length (excluding wheel studs) of less than 60mm must not overhang the ends of the rear axle, measurement to be taken from the wheel-to-hub mating surface.

I 1.20. Tyres

Limited to 3 sets of slicks for the season and only one set of tyres can be used for race day eg. the tyres you qualify on will be your set of slicks for the day. IF the meeting is declared “wet” then usage is unlimited but you must use the required ‘wet tyre’.

All barcodes for DRY tyres must be lodged with scrutineering in the Alpha App ONLINE before your Practice 4 /End of Lunch Break (whichever comes first).

Dry – MOJO C2.

Wet – MOJO CW.

I 1.21. Engines

Only 2 engines may be registered with scrutineering for race day.

I 1.22. General

The practice of lifting karts on the dummy grid or start line while the engine is running is prohibited.

I 1.23. Weight

Minimum 115kg, including the driver. Minimum driver weight is 29kg.

I 1.24. Number Plates

Yellow with red numbers.

The numbers must be of the ‘Classic’ type as described in U17.27.3.

I 1.25. Age

From the Year of 11th birthday to the 31st December of the year of the 14th birthday.