



HONDA CADET & MightE REGS 2026

Cadet (General Regulations)

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.

C1. Chassis

Only Approved registered and homologated with MSUK chassis' are permitted of 900mm & 950mm wheel base..

C1.1. 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.

C1.2. Prohibited Materials

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

C1.3. Dimensions

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

Overall Length: 1700mm (max.).

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

C1.4 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.

C1.5. 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.

C1.6. Bodywork and Bumpers

All cadet 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)

C1.7. 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.

C1.8. 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.

C1.9. 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.

C1.10. 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).

C1.11. Front Fairing

Drop down bumpers are mandatory for ALL Cadet Class'. 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.

C1.11. 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.

C1.12. 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.

C1.13. 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.

C1.14. Engine

See class specific regulations below.

C1.15. Engine Modifications

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

C1.16. Transmission

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

C1.17. Axle

As registered with the chassis. 25mm (30mm on 950 chassis) magnetic steel. Must have circlips fitted on both end 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.

C1.18. Brakes

MSUK Homologated Cadet Brake System.

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

C1.19. Wheels

Magnesium wheels are prohibited.

Hubs may be separate or integral. In accordance with MSUK Yearbook Regulations, 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.

C1.20. Tyres

All cadet class' will be limited to 3 new 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, Unless the meeting is declared "wet" then usage is unlimited.

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 – Vega Cadetti UK Slick

Wet – Vega WM1 UK Wet.

C1.21. Engines

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

Also See class specific regulations below

C1.22. Fuel

Only standard forecourt-grade **unleaded petrol** is permitted.

Fuel additives of any description are strictly prohibited

C3. Honda Cadet Specific Regulations GX160.

C3.1. Chassis Modifications

The floor mounted fuel tank may be removed if the integral Honda fuel tank is retained.

C3.2. Engine

One Honda engine of the 'GX160T1 QHQ4', 'GX160UT1 QHQ4', 'QHG4', 'GX160UT2QHQ4' or 'GX160RT2-QHG4' designation or as subsequently modified, is to be fitted.

Engine types must comply with the ABkC Honda GX160 Technical Regulations Version 17 or as subsequently modified, which are available on the ABkC website

[Honda-GX160-tech-regs-V17.pdf \(abkc.org.uk\)](https://www.abkc.org.uk/Honda-GX160-tech-regs-V17.pdf)

C3.3 Engine Modifications.

Only modifications/additions in compliance with the ABkC Honda GX160 Technical Regulations Version 17 as of 2022 or as subsequently modified are permitted.

T1 Engine Regulations are in GX160 Technical Regulations v11a 2016.

A performance restrictor plate of currently 16mm is to be fitted between the carburettor and insulator as per the Honda GX160 Technical Regulations.

The restriction may be amended by giving 4 weeks' notice of change.

C3.4. Weight

Minimum 103kg, including the driver. Minimum driver weight is 27kg

C3.5. Plates

Yellow with red numbers. The numbers must be of the 'Classic' type.

C4. Honda Cadet Specific Regulations GX200

C4.1. Engine

For GX200 Engine regulations as per RPM specification.

All engines must be sealed with Either the RPM new style Seal OR the new MSUK tag from an approved MSUK sealing agent.

C4.2. Weight

Minimum 107kg, including the driver.

Minimum driver weight is 27kg.

C4.3. Plates

Yellow with red numbers.

The numbers must be of the 'Classic' type.

C5. MightE Cadet Specific Regulations.

C4.1.Power Train

Must be as Supplied by MightE and no modifications are allowed

C4.2. Weight

Minimum 118kg, including the driver.

Minimum driver weight is 27kg.

C4.6. Plates

Yellow with red numbers.

The numbers must be of the 'Classic' type.