



Technical Rules CROSSKART XTREME

This is the first edition

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Crosskart Xtreme is a one seated rear wheel drive vehicle built according to the following specifics.
Vehicles with four wheel drive and all types of (turbo, compressor etc.) are all prohibited.
Automatic or half automatic gearboxes are allowed only to drivers with a disability, in all other cases the mechanical gearbox are compulsory.

CKX-T 0 GENERAL

It's allowed to make redactions or changes to the rules during an active season if it is necessary from a safety standpoint or other important reasons.

CKX-T 0.1 General provisions

CKX-T 0.1.1 General

It is always the competitors responsibility to make sure that his/her vehicle fulfill all rules and regulations during the whole competition.

CKX-T 0.1.2 Exemption from rules

The state sensor, organizers, competition leaders, judges or technical inspectors are not allowed to make exemptions from the standing rules and regulations.

CKX-T 0.2 Fuel provisions

In Crosskart Xtreme only normal gas station fuel are to be used, **buy from the pump** with a maximum of 98 octanes. No additives of any kind are allowed.

METHANOL/E 85

Methanol as well as E 85 are prohibited as alternative fuel.

CKX-T 0.3 Provisions about drive-by sound surveys

The organizers decide when the sound levels should be measured, if it is decided that it should be checked then it should be performed according to the following:

Measurements should be made in a scale that can ensure that the maximum prescribed sound limit is not broken.

CKX-T 0.4 Mutual safety provisions

Safety gear for all competing classes.

CKX-T 0.4.1 Seat belt

CKX-T 0.4.1.1 Types

The seat belt should be a 5-point belt. There shall be no common connection point for the belts. The fastenings for the belts shall be in proper dimensions and connected to the vehicles chassi with minimum 8mm bolts. **Alternatively welded loop.**

Seat belts of the type Nascar are recommended.

The seat belt shall be mounted so that all the angels are right.

Seatbelts shall b marked with ether FIA or SFI. If's allowed to wrap the belt around the pipes behind the seat.

CKX-T 0.4.1.2 Usage

The seat belt shall be used in compliance with the manufacturer's instructions and manuals. Belts should be exchanged after a bigger collision. The belt shall be exchanged when metal parts are deformed, damaged by corrosion, if the fabric is damaged, stretched or weakness by chemicals or sunlight.

CKX-T 0.4.1.3 Marking of damaged seat belts, National provisions

Markings shall be made on both sides of the belt on all belts in connection to the locking mechanism, with white color.

Marked equipment shall not be used in any motor sport context.

CKX-T 0.5 Competition inspection, technical and personal

Before the competition shall all competing vehicles undergo an inspection. The inspection shall make sure that the specific demands from the technical rule book is followed and that all components to the vehicle does not have any damage that compromise the safety. Specific attention shall be made on any cracking in the frame or cage.

If the vehicle does not fulfill the technical demands or have damaged components that compromise safety, that vehicle is not allowed to participate in the competition. The Drivers overalls shall be carried by the driver during the inspection and be found clean and free from oil stains. The overalls condition is decided by the chef technician.

The driver is obligated to bring and show the vehicles log book during the inspection. The log book number shall be marked **chassis production number must be stamped on a plate welded to the frame on the right side of the head frame bow** and be easily readable. The log books/**chassi** number shall be documented in the inspection papers.

Drivers that can't show their vehicles log book can be denied participation in the competition.

CKX-T 0.5.1 Competition inspection

Before the start of the inspection the chef technician shall inform all technicians that are participating in the inspection about how it should be done and what should be done during the inspection.

Suitable locations for the inspection are in connection to the depot or start and goal locations. 10 meters ahead and behind the inspection tent are restricted to the driver of the inspected vehicle and the technician that are performing the inspection. It is up to the driver to make sure that no unauthorized personnel are breaking this restricted area. Drivers that can't fulfill this can be denied from the competition. During championships a scale shall be available. Then checking the weight and measurements of the vehicles a specific area shall be provided that have been horizontally balanced and is the only place this is allowed to be performed.

Competing vehicles that are found lacking in any part of the inspection and have been denied start shall be informed that they are not allowed to participate by the competition leader or competition board. This prohibition can only be retried after an official protest.

Fuel tests can be included in some competition inspections and if it is the values shall be documented in the inspection papers. If there are a deviation from the normal value during the fuel sampling it shall be changed before the start of the competition.

Vehicles that did not pass the inspection are not allowed to take part in either the training or the competition. There is only allowed to inspect one frame for each competition.

If some part of the frame needs to be changed during the competition if is only allowed under the supervision and allowance of the chef technician.

Drivers that does not provide their vehicle during the set time for inspection can be denied to start by the competitions leaders.

If there are suspicions that a vehicle have any form of problems during the competition the competitions leader can order an extra inspection to maintain the safety for both the driver of the vehicle in question and the other drivers as well. If the inspection finds any problems that where missed during the original inspection or happened after the original inspection they need to be repaired before the vehicle is allowed to continue the competition.

CKX-T 0.5.2 Technical inspection

General

- © After inspections or random checks during the competition are titled technical inspections.

Technical inspections are performed to make sure if a participant fulfill the technical demands. The competition leader is the one to make the decision of a technical inspection. The results shall be documented.

The implementation for the technical inspection

During the inspection only the concerned official, concerned competitor and the competitor's mechanic are allowed to participate. The leader for the inspection are allowed to limit the people present if needed.

If the vehicle does not pass the inspection this shall be documented carefully describing what were found and how it was found.

If the inspection is performed following a protest the inspection shall only be of the part in question and any result shall be documented regardless of the result.

Inspection performed at a later time

If the inspection cannot be finished immediately the vehicle or part of the vehicle can be kept during a reasonable time that it would take to finish the inspection. If it is suitable the components can be sealed in wait for the final inspection.

The competitor is obligated to get personnel and gear that are needed to remove the parts in question during the inspecting. The competitor and the competitor's mechanic are allowed to participate during the inspection.

Further actions and penalties

The person that ordered the inspection based on the ground value decides if further actions are needed. If a competitor does not follow the decision about a technical inspection shall be disqualified.

Protocols and decisions about actions are to be attached to the competition report.

Reimbursement

No reimbursement is paid for the reassembly of components during a technical inspection. If the decision about a technical inspection is based of a protest from a co-competitor, and no fault is found, the reassembly is paid by the person that issued the protest. The cost cannot be more than the price for the work to be performed by a certified auto repair shop.

The Competitor is responsible for any costs for transport of the vehicle if the inspection is to be performed at a later time.

If there is a problem found during the analysis of fuel the cost for the analysis is paid by the competitor.

CKX-T 0.6 Personal safety gear for the driver

Below is a tablet about the minimum compulsory personal safety equipment during training and competition. Faulty equipment that is found during the competitions inspection can be confiscated by the chef technician to be returned then the competition is finished.

Flame retardant overall

Shoes and gloves

Balaclava

Support collar or type HNRS/FHR protection (HANS).

Helmet and protective goggles

Flame retardant overall

International provisions: applies during FIA-championships and competitions outside of Sweden.

During these competitions the overall shall be approved by FIA according to FIA 1986 standard or the Norm 8856-2000.

©

The marking that states that the overall is FIA approved shall be embroidered on the backside of the collar and shall include the name of the maker.

National provisions: Applies during all competitions in Sweden and NEZ.

During these competitions the overall shall either follow the FIA 1986 standard or the Norm 8856-2000 according to the above mentioned international requirements. It can also be a flame retardant overall of the material NOMEX. **CIK classed overalls are prohibited in all competing classes.**

All overalls shall be shaped and sewn to protect the whole body including neck, wrists and ankles. The overalls cannot be 2-piece.

Flame retardant underwear

Underwear by NOMEX, or cotton, recommended. Nylon or equivalent material is prohibited.

Flame retardant socks

Shall be the same material as the underwear.

Shoes

Shall be made from flame retardant material and be protecting the whole foot including the ankle.

Gloves

They shall be free but still cover the hands and wrists and they shall go over the overall arms. The gloves shall be completely covering and be without ventilation holes.

Balaclava

Shall be made from a flame retardant material, it shall cover the head and neck and still be long enough to go over the other equipment to ensure good sealing.

Support collar

Mandatory. Shall always be used both during training and during competition.

So called HNRS/FHR (HANS) -protection or recommended similar.

Helmet

The following helmet provisions applies for all drivers with a Swedish license.

All weights below shall be seen as the total weight of the helmet; this includes all extra equipment that are in the original design.

When the fitting of HNRS/FHR-protection the following applies: no drilling in the helmet is allowed, so the helmet shall have the fittings in the original design. This shall be validated with a certificate from the manufacturer.

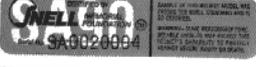
Helmet weight: For a person weighting 80kg the maximum allowed weight of the helmet is 1350g.

Above 80kg the helmet is allowed to weight 1500g.

A helmet of the type integral is allowed. The visor shall be equipped with either a roll off or tear off function. If the helmet is used together with HANS/HYBS-Protection the helmets weight is free.

Other than the regulations above there also exists additional regulations that cover all sporting events, these are that the helmet shall follow one of the norms stated in the pictures below:

Even a helmet that is approved according to ECE 22.05 and ECE/R 22.05 can be used.

NORME / Standard	ETIQUETTE / Label	REMARQUES / Remarks
SIS 88.24.11 (2) (SWEDEN) — DS 2124.1 (DENMARK) — SFS 3653 (FINLAND)		<ul style="list-style-type: none"> • Etiquette en tissu/ Fabric label • Couleur noir ou bleu sur blanc/ Colour black or blue on white • Numéro fabricant et spécification selon modèle/ Number, maker and specifications according to model
ONS/OMK (GERMANY)		<ul style="list-style-type: none"> • Auto-collant/ Sticker • Auto-collant/ Sticker
<p>FIA</p> <p>FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE</p> <p>CASQUES DE SECURITE POUR EPREUVES INTERNATIONALES SAFETY HELMETS FOR INTERNATIONAL MOTOR SPORT EVENTS</p> <p>Les casques homologués aux normes approuvées par la FIA (voir Annexe « L », Chapitre III) doivent être identifiés par l'une des étiquettes ci-dessous, jusqu'à nouvel avis (les tailles sont réelles). NB : Ces étiquettes sont des échantillons : les numéros de série sont différents selon les modèles.</p> <p>Helmets homologated to one of the FIA-approved standards (see Appendix « L », Chapter III), must be identified by one of the labels below, until further notice (actual size). NB : these labels are examples only : serial numbers are different for each model.</p>		
<p>B.S.I. (G. BRITAIN) — BS 6658-85 TYPE A</p> <p> • Auto-collant/ Sticker</p> <p>— BS 6658-85 TYPE A/FR</p> <p> • Auto-collant/ Sticker</p> <p>— BS 2495.77 INCLUDING AMENDMENT 5 (AMENDMENT 5 INCLUS)</p> <p> • Auto-collant/ Sticker</p> <p>SNELL FOUNDATION (USA)</p> <p>— SA 85</p> <p> • Auto-collant/ Sticker</p> <p>— M 85</p> <p> • Auto-collant/ Sticker</p> <p>— SA 90</p> <p> • Auto-collant/ Sticker</p> <p>AFNOR (FRANCE) — NF S 72 305</p> <p> • Etiquette en tissu/ Fabric label</p>		
<p>C.E.E./E.E.C. (EUROPE) — E 22 AVEC AMENDEMENTS DE LA SERIE « 02 » OU « 03 »/ WITH « 02 » OR « 03 » SERIES AMENDMENTS</p> <p> • Numéro encadré change selon pays d'homologation/ Number in circle changes according to country where homologated</p> <p>• N° d'homologation doit commencer « 02 » ou « 03 », suivi du numéro de série/ Homologation n° beginning « 02 » or « 03 », followed by production number</p> <p>022439-41628</p>		

- **FIA 8860-2004**
- **FIA 8860-2010**
Fédération International de l'Automobile
8, Place de la Concorde
75008 Paris
France
www.fia.com



- **Snell SAH 2010**
- **Snell SA 2010**
- **Snell SA 2005**
Snell Memorial Foundation
3628 Madison Avenue, Suite 11
North Highlands, CA 95660
USA
www.smf.org



- **Snell SA 2000**

NOT VALID AFTER
31.12.2014

Snell SA2000 Nationellt godkänd
t.o.m. 2019-12-31

- **SFI 31.1**
- **SFI 31.1A**
- **SFI 32.2A**
SFI Foundation Inc
15708 Pomerado Road, Suite N208
Poway, CA 92064
USA
www.sfi-foundation.com



- **BS6658-85 type A/FR**
British Standards Institution
389 Chiswick High Road
London W4 4AL
UK
www.bsi-global.com

NOT VALID
AFTER
31.12.2013

BSI Nationellt godkänd t.o.m. 2018-12-31



Pour Autocross-division SuperBuggy, Buggy1600 et JuniorBuggy UNIQUEMENT, les normes suivantes sont aussi reconnues:
For Autocross-division SuperBuggy, Buggy1600 and JuniorBuggy ONLY, the following standards are also recognised:

- **Snell M 2010**
- **Snell M 2005**



- **Snell M 2000**

NOT VALID
AFTER 31.12.2014

FIA STANDART: 8859-2015

Common provisions marking of damaged helmets.

Marking shall be made on damaged or worn helmets that no longer follow the requirements. Markings shall be made on both sides of the chinstrap. White paint shall be used.

OBS! Marked gear shall not be used in context to any form of competition.

CKX-T 0.7 Competition numbers

The start number shall be placed on the rear of the body above the wheel or on top of the body. The number shall also be placed on the body in front of the driver. The important part is that the number is easy to read from the sides and the front of the vehicle.

The background color of the signs with the numbers on shall be white, for disabled drivers it shall be yellow, and shall have a measurement of minimum 200x200mm. The numbers shall always be black and shall have a minimum height of ~~180mm~~ and width of ~~30mm~~ **between 15 and 18cm, minimum width of 2-4cm**

Start number for the Extreme series:

901-999

Start numbers can be applied for at hakan.persson.1@hotmail.com Sweden and are free of charge.

The numbers are valid for one year and covers all forms of competitions.

CKX-T 0.8 Log Book

A log book shall be available for all competing vehicles.

CKX-T 0.9 Communication

All wireless communication between driver/vehicle and the depot/any other area, and any equal equipment made for the same purpose, are all strictly prohibited both during training and competition. If any of these devices are found which includes mobile phones are found during an inspection the driver shall be disqualified from the competition immediately.

CKX-T 1 FRAME.

CKX-T 1.1 Construction

Steel used for the frame shall have a minimum dimension of:

Round, 30mm outer diameter and material thickness of 2mm.

Square or rectangular, shortest sides shall be a minimum of 30mm and material thickness of 2mm.

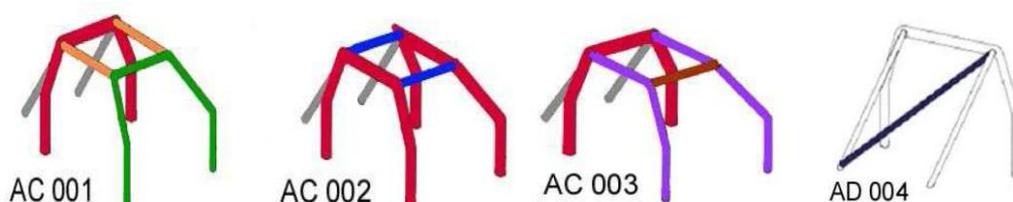
Diagonal supports with the diameter 20 x 2 are the regulation minimum for the front part of the frame. A crash cage is mandatory. The cage shall be made with cold drawn seamless pipes with the measurements 40mm in diameter and material thickness of 2mm. The cage shall not have a breaking point under 350Nm/mm² and shall be integrated in to the chassis with the minimum of 6 connection points and on diagonal point. This Shall be done according to the drawings AC001, AC002, AC003 and for the diagonal AD004 a pipe (30mm in diameter and thickness of 2mm) shall be secured between the frame and the rear bottom part of the diagonal pipe, this pipe can be either permanent or removable. Other alternatives for the diagonal pipe can be found on the drawings AP001, AP002, AP003 and AP004.

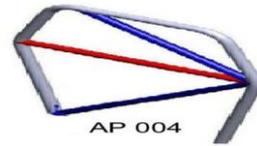
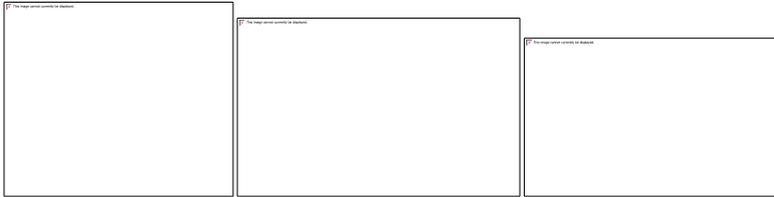
In drawing AP004 there is a pipe that are marked red (40mm in diameter and 2mm thickness), this pipe can be considered as integrated in the chassis and in that case the blue pipe below cannot be mounted.

All points of connection between the frame and the chassis shall be strengthened. It is prohibited to drill in the crash bar/cage.

All additional diagonal supports or enhancements shall have the minimum measurements of 20mm in diameter and 2mm material thickness.

A tube for belt attachment is free to put behind the seat



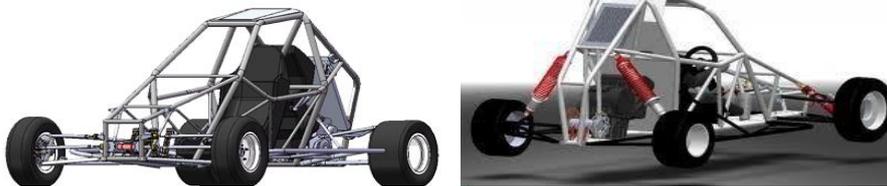


CKX-T 1.2 Floor

The underside of the chassis shall be completely sealed from the front to the main frame, the material shall be either steel with a thickness of 1mm or aluminum with a thickness of 2mm.

CKX-T 1.3 Hooking protection

A side protection shall be mounted between the wheels long side. The protection shall be made with a construction of steel pipes (30mm diameter and 2mm thick) and be secured on both sides, covering a minimum of 60% of the length of the wheelbase. The space between this construction and the body structure shall be completely or partly filled to prevent a wheel from penetrating. Both ends of the outer pipes shall be plugged in the same material and be put in height with the center of the wheel hub +/-50mm.



CKX-T 1.4 Roof

There shall be a plate roof. 1,5mm shall be welded on top of the cage, it shall be a minimum of 20 welds and each shall be 2cm long.

Minimum distance between the helmet and the roof shall be 5cm, this shall be measured with the driver in the seat.

The head frame shall be equipped with shock absorbing material closest to the head/helmet.

CKX-T 1.5 Towing Connection

~~A towing connection shall be mounted both in the front and the back of the vehicle and shall be connected to the chassis. It shall be shaped like a ring with the inner dimension of 40mm and it shall be made from a 10mm round bar. It shall also be painted in a color that stands out against the rest of the vehicle.~~ **Towing must be fitted front and rear.**

CKX-T 1.6 Protective wall

A simple protection wall to safe guard against cooling liquid and motor explosion.

CKX-T 2 WHEEL SYSTEM

CKX-T 2.1 Tire

Winter Competition

Free choice of tire and rim, according to national supplementary regulations.

On all other forms of competition this applies:

Front: Goldspeed yellow marking 165/70-10 27n c9205 397 or Goldspeed yellow marking C-9211SD 165/70-10 27 N

Maxxis 165/70-10 27N c 9272.

Rear: Goldspeed yellow marking 225/40-10 32n c 9203 397 or Goldspeed yellow marking C 9211 SD 225/40-10 32N

Maxxis 225/40-10 32N C9273

- © Only rims of steel or aluminum are allowed.

All forms of tire heating are prohibited.

Mechanical or chemical treatment of the tires are prohibited.

Both front and back tires are 10 inch with a width of front 6 inch and back 8 inches

CKX-T 2.2 Wheel suspension

The Wheel suspension is free, no fixed axles in the front or the back.

The rear axle shall be divided.

CKX-T 2.3 Springs and shock absorbing

Shock absorbers are free but all types of active shock absorbers are prohibited. There is a 1 per unit/wheel rule that applies for shock absorbers and they shall all be of the coil over type with screw springs. It is allowed to put more than one spring in each unit. Shock absorbing containers are allowed but they can at most be 3-way. **With only adjusting the compression high and low speed, and returned. No other features type electronics or sensors, electrical or hydraulic "cornerback Control System that is built" stabilizer "systems may be. Shock absorber should work as a private individual device.**

Springs shall be made from steel. Springs from composite or titanium are prohibited.

Springs and shock absorbers shall be made so that the bottom plate cannot touch the ground.

CKX-T 3 PROPULSIONSYSTEM

CKX-T 3.1 Engine

Approved engines:

4-stroke, maximum 4-cylinders ~~600cm³~~, or ~~Suzuki GSXR~~ and max 750 cc engine from the motorcycle production, with exemption from motorcycle engines that have not been on the market for a year or less. There shall have been made at minimum a 1000 copies. All repairs shall be made with parts from the original model of the engine according to the manufacturers workshop manual. ~~A readable copy of the annual~~ manual shall be available at the competition inspection. Changes to rotating parts of the engine are prohibited. In rotating parts the following are included: Cylinder including in- and outbound canals that are not removable from the cylinder head, engine block, crankcase, crank rods, pistons, flywheel, camshafts, **any form of launch control, traction control, or similar systems are prohibited.**

Intake system should be original same make as the engine. Airbox and filter-free.

Maximum speed of the motor should be the same as the original engine + 500 RPM

For the engine above all modifications are prohibited with exemption for:

Intake system to the cylinder head

The exhaust manifold can be modified or exchanged

Ignition and injection/carburetor system, electrical system **only standard ECU, injectors and coils**

Outbound chain ring is free, prohibited to change gearbox or primary gear drive

Following changed are also allowed:

Improvement of the cooling system including water pump, thermostat, cooler, hoses and pipes.

Improvement of the lubrication system, adjustments, oil cooler and more.

Engine shall be placed behind the seat.

Engine shall have an engine exhaust container or original comparison and it shall be mounted in connection by the engine.

Power Commander or similar to fix fuel map, auto tune allowed to fix.

CKX-T 3.2 Fuel system.

The fuel tanks construction is free but the maximum capacity shall not be over 12 liters, **One recommendation is to install a security tank**, a separate deaeration system with check valve function that comes out at floor level.

©

The tank shall be safely mounted and connected outside of the cockpit. If the tank is mounted behind the head frame a deformation of the frame for about 4cm shall be approved without compromising the tank, if this is not possible the tank shall be protected by an additional multi-pipe construction of a diameter of 30mm. If the distance is less than 20cm to the exhaust or engine the tank shall be protected with heat isolating screen.

If the tank is by the driver's side in so called pontoons a water tight metal screen shall be mounted against the cockpit.

Fuel hoses shall be properly clamped.

CKX-T 3.3 Exhaust system

The exhaust system shall be equipped with a silencer and the exhaust system cannot end outside of the body/chassis.

CKX-T 3.4 Startsystem

It shall be possible to start the vehicle from inside the cockpit.

CKX-T 3.5 Cooling System

Installation of radiators are prohibited inside and in front of the cockpit. It is allowed to mount radiators in pontoons in the sides if these are separated by bulkheads. No part of the system shall be visible from the cockpit (radiators, hoses, lids, expansion tanks and so on).

Air intake and scoop are allowed in the roof and sides behind the head frame and in the pontoons.

CKX-T 3.6 Electrical system

The switch that kills the engines ignition system shall be mounted and shall not be equipped with a spring-loaded button that goes back to the original position after activation. If a battery is mounted on the vehicle a main switch shall also be mounted that kills all electrical systems, the switch shall be easily accessible for both a driver strapped in the seat as well as the emergency personnel. Emergency stop buttons shall not be placed under the openable cage, it shall be placed for easy accessibility from the outside of the vehicle and it is allowed to place double emergency stop buttons. The main switch shall be placed on the left side of the vehicle. It shall be marked with a red lightning bolt on a triangular white background with a blue frame around. The sides of the triangle shall be a minimum of 100mm and one of the edges shall point towards the main switch.

The triangle shall be visible and be on the body.

A Battery shall be properly secured, if it is placed inside the cockpit and is of the type with acid inside it shall be separated with a watertight protection.

CKX-T 3.7 Power transmission

Transmission is free, but the driveshaft shall have a common connection, the differential shall be fixed, type fixed coil, a reverse gear is allowed.

Propulsion shall be achieved with a chain.

CKX-T 4 BRAKESYSTEM

CKX-T 4.1 Service brake

A service brake shall be found on all 4 wheels; on the rear wheels a central brake system is allowed. A brake system shall be of the type 2 circuit and be controlled by a pedal. If leakage occurs somewhere in the system brakes shall always be maintained on 2 out of 4 wheels. A handbrake in some form are mandatory.

CKX-T 5 STERING SYSTEM

CKX-T 5.1 Steering device

Steering shall be achieved by a steering wheel.

Power steering is prohibited, steering with the help of chains, cables or hydraulic is prohibited.

©

Only steering on the front wheels are allowed.

The steering wheel shall be equipped with quick release.

CKX-T 6 BODY WORK

CKX-T 6.1 Covering the chassis

The body must exist and cannot have any sharp or pointy extensions. The body's front shall be covering up to the center of the steering wheel. Sides shall be a minimum of 30cm from the bottom of the frame and the thickness of the material shall be at least 0,5mm. All aerodynamic constructions are prohibited in the front of the vehicle.

Redirection/spray protection in the front is prohibited if they are not integrated into the body mold. A wing or spoiler in the rear is allowed if it is plane and has a maximum width, of ~~1000mm~~ **the vehicle width** and is between the head band and the rear limit of the vehicle. Shock absorbers in the front is prohibited.

CKX-T 6.2 Mudguards

Mudguards shall be placed on all wheels, they must cover a minimum of 1/3 of the wheel's circumference and the tires width.

Without a driver in the vehicle the mudguards should be 3cm under the wheel's center and without any pointy or sharp parts.

CKX-T 6.3 Driver Seat

The chair shall be FIA/**SFI** approved.

The chair shall be Secured at 4 points with the minimum of 8mm bolts.

Minimum thickness of the steel that are used for securing the seat shall be 3mm, lightweight material is prohibited.

Securing shall be welded or screwed in the frame above the floor, no securing shall be made in the floor metal. The head support shall be integrated in to the chair.

~~Fastenings shall not be made so that adjustments can be made during movement.~~

The seat may not be adjusted while driving

CKX-T 6.4 Seat belt

See CKX - T 0.4.1

CKX-T 6.5 Front and side windows

The front window shall be covered by a net. The holes in the net shall be a minimum of 10x10mm and maximum of 25x25mm, the thread shall be a minimum of 2mm thick.

A screen of polycarbonate can be used with a minimum thickness of ~~5~~ **3** mm but it shall be easy to remove. **Front window may not be mounted in wet conditions unless windscreen wipers, flush used.**

For use in winter conditions and when driving on a track made entirely of asphalt.

Side net can be changed to transparent vinyl, plastic or polycarbonate.

Nets shall be mounted on the openings on both sides and cover the whole of the opening. These shall be mounted on the cages top pipes and be equipped with quick releases from both the inside and outside on the lower parts. The holes in the net shall not be above 40x40mm and it shall have a minimum thread thickness of 3mm.

If is also possible to use the following installation:

A frame provided with a metal net of maximum measurement of 60x60mm and a thickness of 2mm.

The top of the frame is equipped with hinges that are welded to the frame.

The bottom of the frame is equipped with a quick connection device that shall be easily accessible from both the inside and the outside of the vehicle.

CKX-T 7 COMUNICATION

CKX-T 7.1 Side mirrors and lighting

2 mirrors are mandatory (left and right);

Each vehicle shall have the following lights mounted in the rear:

One central red light (anti-crash) of the type LED, height or diameter shall be a minimum of 50mm. These shall be mounted between **800mm** and **1400mm** from the ground and shall always be on. Red stop lights shall be placed symmetrical on each side of the vehicles centerline and be of the type LED. Height or diameter of the red stop light shall be a minimum of 50mm and be placed between **800mm** and **1400mm** from the ground. Brake lights shall solely be connected to the brake

light connection on the hydraulic system. These 3 light shall be placed so that 2 of them always are visible from the rear of the vehicle in an angle of 30° on either side of the center axle, this is valid on all vehicles regardless of body shape or other aerodynamic arrangement.

CKX-T 8 INSTRUMENTERING

CKX-T 8.1 Instrument, reglage

Tachometer, temperature control and so on are allowed but shall be mounted so that there are no sharp edges that can cause an injury.

Camera Connection:

Camera connections are included in the inspection.

It is up to the chef technician to decide if the camera is properly secured to the vehicle.

CKX-T 9 OTHER

CKX-T 9.1 Minimum weight

Ballast: Weights on these shall be maximum ~~5~~ **10** kg a piece and the maximum is 2 pieces.

All screws that secures the ballast shall be equipped with spacers, minimum diameter is 20mm, below the bottom plate. Each ballast shall be secured with the minimum of 4 pieces of 6mm bolts and locknuts.

It is recommended to put a thicker/heavier plate to reach the minimum weight.

600cc weight with driver min 400kg

750cc weight with driver min ~~415~~ **420** kg

CKX-T 9.2 Maximum measurements

Total length: 2600mm

Total width: 1600mm

Height: **about** 1400mm

It is allowed to have the air intake on top of the vehicle but it cannot be bigger than 15cm x the width of the roof.

The gauge and axle spacers are free inside of the above mentioned limitations.