

ASAIR Go-Kart Regulations

Updated: 10.13.2013

The Go-Kart class is meant to mirror the NASCAR class in chassis specifications. See below for details.

1 - Chassis

- 1.1 - Chassis must be a flexi-style that is mass produced and commercially-available
- 1.2 - Chassis must be stamped steel with no more than three chassis pieces
- 1.3 - Ball bearings may not be used in place of oilites (brass bushings)
- 1.4 - Chassis parts must remain unmodified with the following exceptions:
 - 1.4.1- Axle oilites and front wheel retainers may be soldered
 - 1.4.2- Solid or Floating pin tubes may be added
 - 1.4.3- Lead wire retainers may be added
 - 1.4.4- Guide flag, nut, spacers, lead wire, and clips may be freely used as intended
 - 1.4.5- Bracing may be added to axle uprights
- 1.5 - Further modifications including, but not limited to soldering, cutting, grinding or bracing of the chassis are not permitted

2 - Body

- 2.1 - JK Go-Kart Body #6094B is the only body permitted
- 2.2 - Body must be painted and completely opaque, with the exception of locations where there are openings on a real Go-Kart
- 2.3 - No additions may be made to the body, with the exception of decals laid flat on the body's surface, and under-body bulletproofing/reinforcing with tape and/or lexan
- 2.4 - No additional openings may be cut into the body

3 - Axles

- 3.1 - Front axle must be 1/16"
- 3.2 - Rear axle must be 1/8"

4 - Gears

- 4.1 - Car must run 48 pitch gears
- 4.2 - Motor pinion must be 9 teeth
- 4.3 - Spur gear may be 30 or 31 teeth

5 - Motor

- 5.1 - Motor options are closed to Parma #501 Sealed DeathStar 16D only
- 5.2 - Motor must remain unmodified with the exception of brush changes and shaft shortening