

Amendment No 1 for the Honda GX160 Technical Regulations (V15a issued 1.4.20)

5. Carburettor

The T2 carburettor must be standard and unmodified. The E2 carb can be used on all variants of the engine. Overall length (manifold face to airbox face) is 53.9mm min and the bore go / no go gauge is 13.2mm / 13.3mm (see note 1). Pilot jet size marked 35 and not exceeding 0.35mm only, the mixture screw tang can be removed (see drawing 1 in Appendix 1). When used as a Cadet or Junior engine, only the official ABkC restrictor plate (which may be de burred) must be fitted between the carburettor and insulator with a gasket on either side and have an opening of no more than 16mm diameter. This size may be altered during the year (see notes page 8). A 2mm hole may be drilled in the tag on the restrictor for the purpose of affixing an official seal. This restrictor is not permitted in Senior engines.

With effect 1st June 2020 this is replaced by:

5. Carburettor

The T2 carburettor must be standard and unmodified. The E2 carb can be used on all variants of the engine. Overall length (manifold face to airbox face) is 53.9mm min and the bore go / no go gauge is 13.2mm / 13.3mm (see note 1). Pilot jet size marked 35 and not exceeding 0.35mm only, the mixture screw tang can be removed (see drawing 1 in Appendix 1). When used as a Cadet or Junior engine, the official ABkC restrictor plate must be fitted between the carburettor and insulator with a gasket on either side. Deburring of the inside diameter of the restrictor, perpendicular to its face, to 16mm is permitted. No chamfering must be visible, and any process must not alter the standard profile of the opening. This size may be altered during the year (see notes page 8). A2mm hole may be drilled in the tag on the restrictor for the purpose of affixing an official seal. This restrictor is not permitted in Senior engines.



Signed:

Graham Smith, Secretary ABkC Date: 1st May 2020