

2012
GULF COAST KARTERS
CLASSES AND CLASS SPECIFICATIONS

These specifications are derived from other national karting organization's rule books and intended to equalize participants in the same class. GCKI is NOT affiliated with nor sanctioned by AKRA, WKA, SKUSA, ProKart, Stars of Tomorrow, TAG™ USA, IKF or any other national karting organization. The Race Director, GCKI officers and track race officials are authorized to reference national rulebooks if and when these rules require additional clarification.

From experience we all know that some racers seek to win because of the omission of some restriction in the rules to prohibit a certain act or conduct. You are reminded that these rules are adopted with the same understanding as the rules of most other forms of racing and that any changes or modifications you may make, and your conduct, are subject to the "SPIRIT AND INTENT" of these rules and regulations, which is defined in the GCKI Rules, Regulations and Procedures. The Race Director, or any other GCKI official, shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the SPIRIT AND INTENT of these rules. They can and will disqualify an entry in violation of the SPIRIT AND INTENT of these rules. GCKI reserves the right to perform pre and post technical inspections to verify compliance to the rules and will disqualify participants whose karts do not meet the specifications below.

I. Classes per WKA Class Structure

Rear bumper required and must be full width style, covering at least the inside half of each rear tire but never outboard of either rear tire. "Custom" bumpers require the approval of the Director of Post-Tech.

1. KID KART (Exhibition Only)

DRIVER REQUIREMENTS: Ages 5 through 7.

ENGINE: BOX Stock Comer C50 and C51 unaltered, 1.8 HP, **fixed jet carb size #54 -#58**, .475 No Go Venturi. All parts as cast. Head cc 7.3 cc minimum. Liner and aluminum cylinder "as cast". Engine is not legal if any metal has been removed to match port opening to aluminum cylinder. Piston 1.210 Min from bottom ring. Stock rings with max end gap of .040". Rings cannot fall through cylinder. All measurement No-Go. Flywheel key must be in place and unaltered. Stock clutch with Comer cast into shoes and minimum .65" wide and 2.5" chord length. Springs are 9 coil and .430 max diameter with .075" to .080 wire diameter. K&N Air Filter - RC-1250 mandatory.

FUEL: MS93.

MINIMUM WEIGHT: 150 lbs.

KART: Front max 40". Rear minimum 39" and maximum 42"

TIRES: Front 4:50/4:60 x 5; rear 5:50 x 5 max, rear circumference 33.75" max, 20 psi max air pressure – Open manufacture

GEARING: 219 Chain, 10 tooth driver, 89 axle sprocket,

NOTE: Must have rear bumper to cover back tires. Full loop preferred. CIK nose cone mandatory.

2. CADET SPORTSMAN FINAL 1 AND 2 WKA 2012 Rules
DRIVER REQUIREMENTS: Ages 8 through 12.
ENGINE: Comer K-80.
FUEL: MS98
MINIMUM WEIGHT: 235 lbs.
KART: Overall Max length 72", Wheelbase 35"Min and 41"max .
TIRES: MG Red or Bridgestone YKC 4.50 / 60 x10 -5 front and rear.
OTHER: Gear ratio 5.3 minimum, no maximum.
3. YAMAHA SPORTSMAN -WKA 2012 rules
DRIVER REQUIREMENTS: Ages 8 through 12.
ENGINE: Yamaha KT-100S.
FUEL: MS98.
MINIMUM WEIGHT: 260 lbs.
EXHAUST: RLV SSX-V #7548. If hole exists in pipe for EGT sensor, EGT sensor probe must be in place.
INTAKE: Walbro WA55B Carburetor with WA55B manifold.
TIRES: MG Red or Bridgestone YKC 4.50 / 60 x10 -5 front and rear
OTHER: Gear ratio 5.3 minimum, no maximum. No axle clutch. Cadet chassis are legal in this class.
4. YAMAHA JUNIOR -WKA 2012 Rules
DRIVER REQUIREMENTS: Ages 12 through 15.
ENGINE: Yamaha KT-100S
FUEL: Ms98.
MINIMUM WEIGHT: 320 lbs
EXHAUST: RLV SSX-V #7548. If hole exists in pipe for EGT sensor, EGT sensor probe must be in place.
TIRES: MG Yellow 10X4.50-5 front, 11X6.00-5 rear.
OTHER: No axle clutch.
5. KOMET PISTON PORT SPORTSMAN -WKA 2012 Rules
DRIVER REQUIREMENTS: Ages 8 through 12.
ENGINE: KPV 100
FUEL: Ms98.
MINIMUM WEIGHT: 250 lbs.
EXHAUST: KPV 1 Pipe and header see fig 603.12 in WKA rules
INTAKE: Walbro WA55B Carburetor or KPV1 Carburetor with WA55B manifold.
TIRES: MG Red or Bridgestone YKC 4.50 / 60 x10 -5 front and rear
OTHER: Gear ratio 5.3 minimum, no maximum. No axle clutch. Cadet chassis are legal in this class.
6. KOMET PISTON PORT JUNIOR -WKA 2012 Rules
DRIVER REQUIREMENTS: Ages 12 through 15.
ENGINE: KPV 100 .
FUEL: C12.
MINIMUM WEIGHT: 320 lbs.
EXHAUST: KPV 2 Pipe and header see fig 603.12 in WKA rules
INTAKE: Walbro WB3A Carburetor
TIRES: MG Yellow 4.60 x 10 -5 front, 6.0 x 11 rear.
OTHER: Gear ratio 5.3 minimum, no maximum. No axle clutch.

7. YAMAHA PIPE -WKA 2012 Rules
DRIVER REQUIREMENTS: Ages 15 and up.
ENGINE: Yamaha KT-100S.
FUEL: Ms98.
MINIMUM WEIGHT: 345 lbs.
EXHAUST: Fixed Open per fig 552.1 of WKA rulebook.
TIRES: MG Yellow;10X4.50-5 front, 11X7.10-5 rear.
OTHER: No axle clutch.
8. YAMAHA SUPERCAN -WKA 2012 Rules
DRIVER REQUIREMENTS: Ages 15 and up.
ENGINE: Yamaha KT-100S.
FUEL: Ms98.
MINIMUM WEIGHT: 360 lbs.
EXHAUST: RLV SSX-V #7548 If hole exists in pipe for EGT sensor, EGT probe must be in place.
TIRES: MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
OTHER: No axle clutch.
9. KOMET PISTON PORT -WKA 2012 Rules
DRIVER REQUIREMENTS: Ages 15+.
ENGINE: KPV 100 .
FUEL: C12.
MINIMUM WEIGHT: 360 lbs.
EXHAUST: Spec 4 header and pipe
INTAKE:
TIRES: MG Yellow 4.50 x 10 -5 front, 7.10 x 11 -5 rear.
OTHER: No axle clutch.

II. Classes per the SKUSA Superkarts Class Structure

1. K2 – 80/85 cc SHIFTER (Derived from SKUSA Superkarts 2010-2011 Rulebook)
DRIVER REQUIREMENTS: Ages 12 through 15 (SKUSA)
KART: Refer to RACE VEHICLE STANDARDS of SKUSA Rules.
ENGINE: Refer to SKUSA Rules. 80/85cc; 1991 or newer Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto
FUEL: C12.
MINIMUM WEIGHT: 320 lbs. without front brakes 330 lbs with
TIRES: MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
OTHER: Other SKUSA rules for K2 Class apply
2. K1 – SENIOR 80/85cc SHIFTER (Derived from SKUSA Superkarts 2010-2011 Rulebook)
DRIVER REQUIREMENTS: Ages 14 and up. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules.
ENGINE: Standards are from SKUSA Rules. 80/85cc; 1991 or newer Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto.
FUEL: C12.
MINIMUM WEIGHT: 360 lbs.; 370 lbs with front brakes
TIRES: MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
OTHER: Other SKUSA rules for K1 Class apply.

3. S1 - 125cc SENIOR SHIFTER (Derived from SKUSA Superkarts 2010-2011 Rulebook)
DRIVER REQUIREMENTS: Ages 15 and up. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules
ENGINES: 125cc displacement limits or original factory limit for AMA approved class ; 1991 or newer Honda CR, Yamaha YZ, Kawasaki KX, Suzuki RM, TM Moto. Standards are Sections 20.3.1, 20.3.2.3.1, and 20.3.2.5 of SKUSA Rules and Section 4.01.03 Engine Stars of Karting Rulebook for ICC motors
FUEL: C12 for Moto and MS98 for ICC
MINIMUM WEIGHT: 380 lbs. ICC
MINIMUM WEIGHT: 375 lbs. MOTO
TIRES: MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
OTHER: Other SKUSA.
4. G1 - 125cc MASTERS SHIFTER (Derived from SKUSA Superkarts 2010-2011 Rulebook)
DRIVER REQUIREMENTS: Ages 35 and up. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules.
ENGINES: See SKUSA Rules
FUEL: C12 for Moto, MS98 for ICC
MINIMUM WEIGHT: 405 lbs. ICC
MINIMUM WEIGHT: 395 lbs. MOTO
TIRES: MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
OTHER: Other SKUSA
5. S3 - 125cc SPEC HONDA (Derived from SKUSA Superkarts 2010-2011 Rulebook)
DRIVER REQUIREMENTS: Ages 15 and up. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules
ENGINES: SKUSA Rules.
FUEL: MS98
MINIMUM WEIGHT: 395 lbs.
TIRES: MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
OTHER: Other SKUSA rules for S3 Class apply.
6. S4 - 125cc Masters SPEC HONDA (Derived from SKUSA Superkarts 2010-2011 Rulebook)
DRIVER REQUIREMENTS: Ages 30 and up. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules
ENGINES: SKUSA Rules.
FUEL: MS98
MINIMUM WEIGHT: 415 lbs.
TIRES: MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
OTHER: Other SKUSA rules for S4 Class apply.
7. S5 - 125cc RESTRICTED SPEC HONDA (Derived from SKUSA Superkarts 2010-2011 Rulebook)
DRIVER REQUIREMENTS: Ages 12-15. (SKUSA)
KART: RACE VEHICLE STANDARDS of SKUSA Rules
ENGINES: SKUSA Rules. With Restrictor
FUEL: MS98
MINIMUM WEIGHT: 340 lbs.
TIRES: MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
OTHER: Other SKUSA rules for S5 Class apply

8. TAG CADET (Derived from SKUSA Superkarts 2010-2011 Rulebook)
 - DRIVER REQUIREMENTS:** Ages 7-11. (SKUSA)
 - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
 - ENGINES:** 60cc Electric Start Gazelle SKUSA Rules.
 - FUEL:** MS98
 - MINIMUM WEIGHT:** 240 lbs.
 - TIRES:** MG Yellow 4.50 / 60 x10 -5 front and rear.
 - OTHER:** Other SKUSA rules for TAG CADET Class apply

9. TAG JUNIOR (Derived from SKUSA Superkarts 2010-2011 Rulebook)
 - DRIVER REQUIREMENTS:** Ages 12-15. (SKUSA)
 - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
 - ENGINES:** Leopard with 25mm restrictor.
 - FUEL:** MS98
 - MINIMUM WEIGHT:** 320 lbs.
 - TIRES:** MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
 - OTHER:** Other SKUSA rules for TAG Junior Class apply

10. TAG SENIOR (Derived from SKUSA Superkarts 2010-2011 Rulebook)
 - DRIVER REQUIREMENTS:** Ages 15+. (SKUSA)
 - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
 - ENGINES:** (see TAG Engine table below)
 - FUEL:** MS98
 - MINIMUM WEIGHT:** 355 lbs.
 - TIRES:** MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
 - OTHER:** Other SKUSA rules for TAG Senior Class apply

11. MASTERS (Derived from SKUSA Superkarts 2010-2011 Rulebook)
 - DRIVER REQUIREMENTS:** Ages 30+. (SKUSA)
 - KART:** RACE VEHICLE STANDARDS of SKUSA Rules
 - ENGINES:** (see TAG Engine table below)
 - FUEL:** MS98
 - MINIMUM WEIGHT:** 395 lbs.
 - TIRES:** MG Yellow 10X4.50-5 front, 11X7.10-5 rear.
 - OTHER:** Other SKUSA rules for TAG Master Class apply

TAG Senior & Master Engine / Weight Equivalence Formulas

Class A (Sr 385 lbs, Master 425) Rok TT , Sonik TX 125, Iame Dragon

Class B (Sr 380 lbs, Master 415) Motori 7

Class C (Sr 365 lbs, Master 400) Leopard (original and MY09) & Rotax

Class D (Sr 355 lbs, Master 390) PRD Fireball 2008

III. Rotax Classes

As of January 1, 2012, coils with extension wire part #265 571 (pig tail coils) will not be accepted.

1. MICRO MAX -

DRIVER REQUIREMENTS: 7-10 years old Driver must reach the age of 7 before he/she is allowed to compete at local or regional events. Membership will be granted with effective date of 7th birthday. To compete at the 2010 USRMC Grand Nationals racer must reach the age of 8 prior to the first official day of the event.

KART: 95cm chassis maximum 14x73 spec gear

ENGINES: FR 125 Mini Max configuration, with Micro Max package additions and substitution of components

FUEL: MS93

MINIMUM WEIGHT: 235 lbs min

TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire

OTHER: SFI Chest Protector required, rib protection recommended.

2. MINI MAX:

DRIVER REQUIREMENTS: 9-12 years old Driver must reach the age of 8 before he/she is allowed to compete at local or regional events in the Mini Max class. To compete at the 2012 USRMC Grand Nationals racer must reach the age of 9 prior to the first official day of the event. *Note: Racers who turn 13 at any time during 2012 may elect to stay in Mini Max for the year and compete at the Grand Nationals in the Mini Max class.

KART: Official national Mini Max gear is 13x82

ENGINES: FR-125 junior cylinder, Mini Max restrictors for exhaust and intake

FUEL: MS93

MINIMUM WEIGHT: 265 lbs min

TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire

OTHER: SFI Chest Protector required, rib protection recommended.

3. JUNIOR:

DRIVER REQUIREMENTS: 13-15 years old. This is the official junior class for Grand Finals qualification. Mandatory use of a junior cylinder without exhaust valve. For competitors to qualify for the Rotax Grand Finals they must reach the age of 13 by December 31, 2012.

KART:

ENGINES: FR-125 Max with junior cylinder

FUEL: MS93

MINIMUM WEIGHT: 320 lbs min

TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire

OTHER: rib protection recommended.

4. INTERNATIONAL:

DRIVER REQUIREMENTS: 15+ years old. This the official class for Rotax Grand Finals qualification. For 2010 driver must have 15th birth date prior to October 31, 2010.

KART:

ENGINES: FR-125 Max Sr. Cylinder

FUEL: MS93

MINIMUM WEIGHT: 365 pounds min

TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire

OTHER: rib protection recommended

5. MASTER:
DRIVER REQUIREMENTS: 16+ years old. 2010 driver must have 16th birth date prior to October 31, 2010
KART:
ENGINES: FR-125 Max with Sr Cylinder
FUEL: MS93
MINIMUM WEIGHT: 405 lbs min Competitors under 31 years of age must have a minimum driver weight of 190 pounds including all race apparel except helmet
TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire
OTHER: rib protection recommended
6. DD2:
DRIVER REQUIREMENTS: 15+ years old. This is the official class of the Rotax Grand Finals. DD2 Masters DD2 drivers may declare to be recognized as DD2 Masters for recognition only. There will not be a separate DD 2 Masters class. Requirement for DD2 Masters recognition is participants 32 birthday must be prior to December 31, 2010
KART: Rotax 125 DD2 Engine and CIK homologated DD2 chassis
ENGINES: FR-125 Max Sr. Cylinder
FUEL: MS93
MINIMUM WEIGHT: 385 pounds min
TIRES: MOJO Spec Tire / Rain: MOJO Spec Tire
OTHER: rib protection recommended

IV. CHONDA CLASSES – Senior / Cadet

The Chonda (or Clone Honda) class is intended to be a low cost, minimal maintenance racing class. This is a spec racing class designed to equalize the power plants of all participants in the class. The engines are affordable and intended to give life to older chassis that may be hidden deep in your garages; however they must be racing karts with nose and side pods and must have some type of rear bumper. There are no specs for the chassis make or model, however senior classes must run full sized chassis (no Cadets.) Cadet classes may run 900mm-1040mm wheelbase chassis. If you are converting a chassis with front brakes they must be disconnected. All Chonda class karts must pass tech, so make sure they are safe and have all the pins, clips, etc. installed. If you are unsure if your chassis will pass inspection, please email or ask on the forum before converting it for the class.

GCKI “Chonda” Class Rules

The Chonda classes will be run as separate race groups.

Senior

Senior Minimum age is 12.

The 320 weight class must have a .500 intake restrictor. (PURPLE ARC restrictor)

The 360 weight class must have a .550 intake restrictor. (BLUE ARC restrictor)

The 405 weight class is not required to have an intake restrictor.

Senior Tires are spec MG Yellow, 4.5 front and 6.0 minimum rear. **Tires must be scrubbed-in. New tires or tires that have not been thoroughly scrubbed in are not allowed.**

Cadet

Cadet Ages 7 through 12.

The 200 weight class must have a .500 intake restrictor. (PURPLE ARC restrictor)

The 265 weight class must have a .550 intake restrictor. (BLUE ARC restrictor)

Cadet Tires are spec MOJO, 4.5 front and rear. **Tires must be scrubbed-in. New tires or tires that have not been thoroughly scrubbed in are not allowed.**

Fuel is 87 octane pump gas only, no additives allowed.

Single engine karts only!

Clone engines only, no Honda or Briggs.

All karts are subject to post-race inspections.

If motor does not pass post-race tech the competitor will be disqualified. If a willful discrepancy affecting performance is determined, the engine may be stamped with an xxx on the base plate and will not be allowed in competition at GCKI.

Claimer Rule: Winner’s engine may be claimed by anyone finishing in the top 5 positions at a cost of \$225 (or \$300 if engine has steel flywheel) less add on parts. (Clutch, chain guard, throttle kit, header pipe/muffler, air filter adaptor/air filter, top plate & fuel pump). The \$225 will be split with \$200 going to the engine owner and \$25 going to the Tech Director. Claimed engines will be impounded by Tech Director along with the claimer funds. Claimed engine will be thoroughly inspected for performance enhancing modifications. If the engine does not pass tech, the claimer does not have to purchase the engine and \$200 will be refunded to the claimer unless he/she decides to keep the engine. If a willful discrepancy affecting performance is determined, the Tech Director may elect to disqualify the winner which will change the race results and points.

Refusing to cooperate with the claiming process will result in immediate disqualification of competitor along with forfeiture of any points earned to date in the class. Competitor will also not be allowed to compete any longer in the class.

Carburetor requirements: Huayi OR RUI*ING model carb only. Carb to intake sealer is gasket only no other sealer allowed. Choke must be as supplied from factory, but may be fixed to stay in open position. Venturi .615" NO-GO. Rear carb bore .751" NO-GO. Main fuel jet .042" NO-GO. Low speed idle jet is a Non Tech item. Stock emulsion tube must be used and unaltered, .066" max ID (no pass through). Side holes in E-Tube 4 holes max in bottom section and 20 holes max in top section. Minimum E-Tube length 1.092". Throttle shaft - .115" minimum. Butterfly - .037" minimum. Aftermarket air filter adapter allowed (max length of 1.375).

Valve Train: Stock valve cover only with any stock configuration gasket, no sealer. Factory stock rocker arms 1:1 ratio and push rods only. Stock valves only 45 degree angle only both valves, Intake valve Max OD .982" +/- .005" and Exhaust valve Max OD .948" +/- .005", no modifications allowed. Only Box Stock valve springs. (Installed Height for valve springs .815", must be checked by using the .815" spring must go gauge with retainer seal in place on intake an exhaust valve if used.) Prescribed check procedure as follows – Remove valve spring, reinstall spring retainer, insert .815" must go gauge in spring location. Gauge must go in both locations Intake and Exhaust with any allowed retainers in place, as raced, during check procedure. Max wire diameter on spring wire is .071" with a maximum tension of 10.8 lbs. at a height of .850". Lash cap on exhaust valve only. Valve stem seal allowed on Intake and Exhaust valve, maximum lip thickness of .027". Minimum thickness of Intake retainer .230", Exhaust retainer .250". BS lifters only, no modifications allowed.

Ignition system: Stock Box Stock system only and must be unaltered. Kill switch and low oil sensor may be disabled and removed. Flywheel: Box Stock flywheel only (5lbs 4oz minimum) including plastic fins. BSFW-1 steel billet flywheel allowed on 1/1/12 and mandatory on 7/1/12, same weight check as stock flywheel. No alterations of any type allowed. Timing and flywheel key is non-tech.

Piston and Rings: Must be unaltered Box Stock only. No machining of piston and rings allowed.

Connecting Rod: Stock Box Stock rod only. No machining of any type allowed. Stock rod bolts only.

Crankshaft Requirements: Stock Box Stock crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is 1.180"max - 1.168" min.

Camshaft Requirements: Stock camshaft cores only, ez-spin assy must remain as stock. Cam lobe base circle diameter .865" -.005"/+.010" Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 219 degrees at .050 lift/86 degrees at .200 lift. Exhaust duration of 222 degrees at .050" lift/97 degrees at .200" lift. Max Intake lift on cam .225" – Min .215"lift taken at the pushrod. Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash. Max Exhaust lift on cam .232" – Min .222" lift taken at the pushrod. Max Exhaust Lift at the valve .242" Taken on valve spring retainer with zero lash. (To achieve zero valve lash for checking running lift, preload dial indicator by .001".)

Blower Housing Assembly: pull starter must be present and remain stock. Pull starter may be rotated for a better crank angle.

Header and Muffler Requirements: Any single stage, one-piece header made from .750" OD steel tubing, with the RLV Mini B-91 Silencer installed at the end of pipe. The B-91 Silencer must be thread fitted to the pipe end. The entire exhaust pipe including the muffler is 15" max length and 10" min length. Exhaust Pipe must be double nutted or safety wired and silencer must be supported by clamped on brace to secure it in place. (No aftermarket coatings of any type are permitted.)

Fuel Tank Requirements: Floor Mounted fuel tank mandatory (stock tank must be removed). Pulse type fuel pump allowed.

Fuel Pump Requirements: Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

Clutches: Stamped steel drum shoe type clutches only, No machined Billet drums allowed. No disc clutches allowed.

RLV Mini 91 Silencer Requirements: Part #4117 Overall Length 5.470" minimum +/- .005" - 5.600" maximum +/- .005". Threaded Nipple .685" maximum ID (ID as Mfg. NO Grinding, Reaming, or Polishing Allowed). Rear baffle holes .1285" maximum, inner baffle holes .0965" maximum. Silencer must be utilized as produced, with no modifications or alterations permitted. Strap or brace required to silencer for support, and to insure silencer does not turn and unscrew.

Updated 1/9/12