

## Stock Animal

### \*\*TECH PROCEDURES & GUIDELINES FOR ANIMAL CLASSES\*\*

1. Cylinder blocks: (max. .030 bore) (piston pop up +.005" MAX).  
Converted Inteks must run Animal head
2. Piston: stock Briggs pistons installed per. Manufacturers specs. (Arrow to mag. side, no machining)
3. Rings: Three rings are Mandatory. O marking must face up on 1st and 2nd ring. Oil ring must be installed as from factory. Rings must be self supporting in cylinder bore.
4. Rod: Any stock length rod can be used.
5. Crankshaft: Stock crank. (Stock dimensions)
6. Flywheel: Stock Jr. Racecar or Briggs PVL. (Stock magneto)
7. Cylinder head: Combustion chamber floor depth, no less than .319!  
Combustion chamber squish band areas around plug and bottom portion of chamber no less than .011! (Will be measured with a quality depth gauge and will have 0 tolerances.)
8. Valves: Intake OD min. & max. 1.055 - 1.065, Exhaust OD min. & max. .935 - .945 Minimum Valve Length = 3.250" (1 angle, no polishing, stock keeper groove location)
9. Valve springs: Stock valve springs. (Or stock replacement to exact stock specs)
10. Camshafts: will be profiled out using a degree wheel with IKF profile. (Maximum cam lifts .257") (Gross valve lift will be teched @ valve spring retainer .255" maximum lift with no lash) (Factory core camshafts only)
11. Lifters: stock replacement only.
12. Push Rods: Stock length. (5.638-5.656 minimum and maximum length)
13. Rocker Arms: Stock replacement only. (No alterations of any kind, comparison to a known stock part will be used)
14. Valve Cover: Stock valve cover with working stock baffle. No tapping or welding.
15. Carburetor: Items that drop from the bottom of carburetor with bowl off are not tech items: Examples: main jet, pilot jet, float, needle and seat, emulsion tube.
16. Intake manifold: The only alteration allowed is slotting of holes for proper alignment.
17. Restrictor plate: Plates may not be altered in any way. No beveling of holes, either side. Plates will be checked with no-go gauge. Plates must be installed with tab on the right side.
18. Fuel pump pulse line: (top oil fill on side cover is the only allowed place)
19. Crank case ventilation: (from valve cover only)
20. Starter: Any type starter allowed.
21. No preping, siping, grinding, grooving or doping the right rear 'speced' tire. You can not do anything to the tire but washing it **Period**.
22. All racers must run a speced right rear tire. Racers have the option of running TX Burris 50, Burris QRC 50 or QRC55, Hoosier D50 or D55 right rear tires. Right rear tires must punch 50 or above on a durometer.
23. Gas or Alcohol no fuel additives.
24. All racing vehicles must have mufflers that keep their kart at 95 DECIBELS or less at 50 feet from the racing surface. If the muffler gets knocked off, falls off, or becomes loud during a race, you will be black-flagged. Pull to the infield immediately. This means if your muffler comes off anytime from the start of the race to exiting the track at the end of the race, you will be DQ. If your kart becomes loud and you pull to the infield on your own, you will not be DQ, you will receive last place points.
25. You must have a Working Race Receiver on you during the races. If you do not have one **YOU WLL BE DQ!**

Notes: These engine tech specs can be changed at any time per tracks updates.

All engine parts, except listed allowed changeable parts can be teched to a known stock Briggs Animal part.

Notes: This is a stock engine class and if anything is altered or replaced other than what is listed in this engine spec sheet it does not fit the mandated requirements. All Animal engines will be teched per IKF go/no-go gauges.