



Briggs & Stratton Racing LO206 Canada Engine 2011 Class Regulations

The Local Option 206 (LO206) kart racing engines are purpose-built for kart racing.

CONTENTS

1.	Briggs and Stratton Racing Class Structure	3
2.	These Regulations Are the Only Regulations	3
3.	Briggs & Stratton LO206 Product Availability	4
4.	General Rules	4
5.	Things That Are NOT Permitted	4
6.	Engine Sealing	5
7.		

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3. Briggs & Stratton LO206 Product Availability

The LO206 engine products and service parts are available only through the Canadian distributor and authorized dealers.

Sales and dealer enquiries should be addressed to:

6. Engine Sealing

There are two custom Homeland Security Tier III rated seals installed at the factory. Tampering of the seals is not permitted. Should the seals be tampered with, the engine is no longer eligible for competition. Should an engine requ

Technical Item	Description	Tech Tool
a. Needle Jet C-clip	Needle Jet C-clip must be installed but may be installed at any of the 5 factory settings on the needle jet.	

degrees BTDC. Only the B&S stock keyway and unaltered flywheel are permitted to be used.

- d. Checking the camshaft at pushrods. Push gently down on dial indicator stem to ensure that there is no lash when push rods are going down.

21. Cylinder Head

- a. The ONLY head casting for the B&S LO206 herein is the 'RT-1', cast into the head just off the head gasket surface (towards the rear of the engine, PTO side). The overall head thickness is 2.430".
- b. Inspect retainers for alterations that would increase valve spring pressure - .055 to .075 maximum flange thickness. Both intake and exhaust must have OE stock B&S valve keepers.
- c. Unaltered B&S part #555552 (exhaust) and #555551 (intake) can be checked for appearance, weight, and dimensions.

23. Ports

- a. No deburring, machining, honing, grinding, polishing, sanding, media blasting, etc.
- b.

Intake lift

magnet, the engine must be from 23 degrees BTDC to 27 degrees BTDC.

- f. Spark plug connector: Only the OEM B&S part #555714 is permitted.

32. Crankcase

Crankcase and cover must be B&S stock, unaltered, "as cast in

38. Exhaust Silencer