



**ADDENDUM TO THE CURRENT GX120 TECH MANUAL  
HONDA GX120 UT3 BUILT SPECIFICATIONS  
FOR THE USE IN  
POWRI RACING QUARTER MIDGET RACING LEAGUE**

**This applies to the new Honda 120 UT3 engine. All the current Honda 120 UT2 Specifications apply unless listed below.**

**All UT3 parts must be as factory produced unless specified below. All parts can be compared to stock known parts during tech inspection.**

- 1) The cylinder block must be the Honda 120 UT3 version only. This block does not have the cc listed on top of the block. The only modification allowed to the block is the milling of the deck surface. After milling and with the piston installed, the piston must not protrude above block deck surface. Technical measurement will be from the block deck to the machined spot face on top center of the piston. The measurement must not exceed 0.000.**
- 2) The Honda carburetor, number 99L must be used for Jr. and Sr. Honda classes. The 99L carburetor must use the GX120 Japan, UT1 and UT2 main nozzle in place of the UT3 long version nozzle. Main Jet size #82 (0.033" no go) (only for the UT3 ).The standard Honda 160 carburetor can be used for Heavy Honda class as outlined in UT2 tech manual.**
- 3) The head gasket must be a Honda UT3 steel shim gasket with a minimum thickness of .008**
- 4) The current UT2 120 and 140 valve springs must be used. An optional spring shim with a maximum thickness of .030 will be permitted under the intake valve spring. Valve spring shims will not be permitted for use on the exhaust valve.**

- 5) The cylinder head must be Honda factory supplied UT3 with no modifications. Both the TKI and the ATA head castings are approved. Addition or subtraction of material is not legal.
- 6) Honda factory supplied UT3 aluminum push rods must be used – 4.790” max length.
- 7) Honda factory supplied UT3 valves must be used. Alterations to valves will not be permitted.
- 8) Honda factory supplied crankshaft must be used. The UT3 crankshaft stroke must be 1.700”min / 1.720”max.
- 9) The Piston, piston pin, piston rings and connecting rod must be Honda factory supplied UT3 parts.
- 10) The ignition timing for the UT3 must not exceed 20 degrees maximum.
- 11) The Honda factory supplied UT3 flywheel with a green magnet must be used.
- 12) The Factory Stock UT1 or UT2 cam will be the only cams legal to use. (DO NOT RUN THE UT3 CAM THAT COMES IN THE MOTOR).