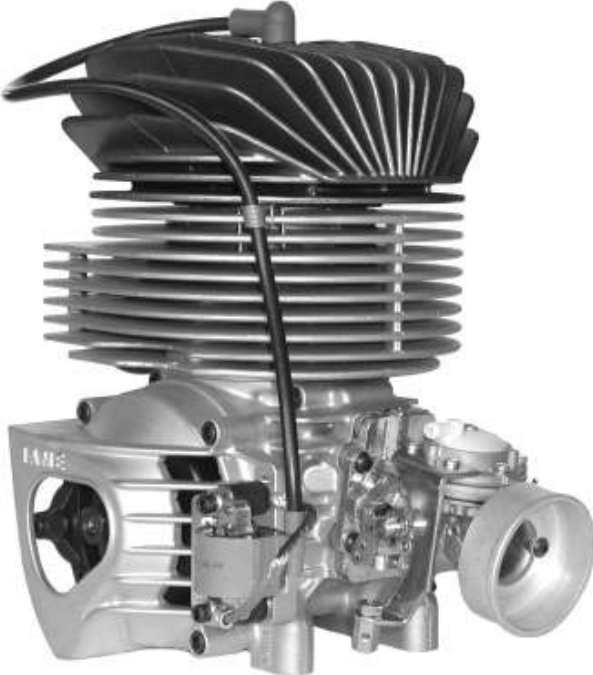
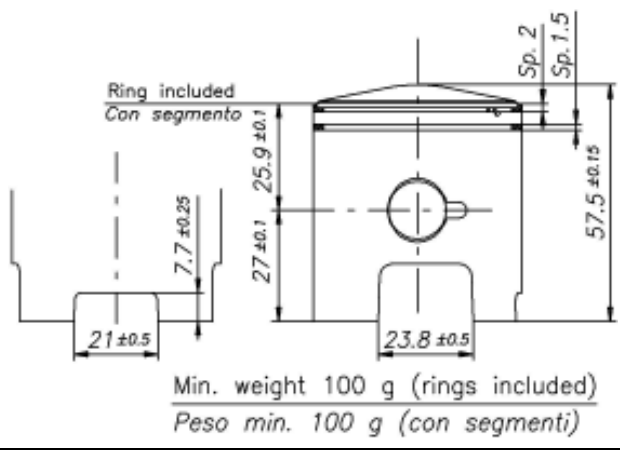
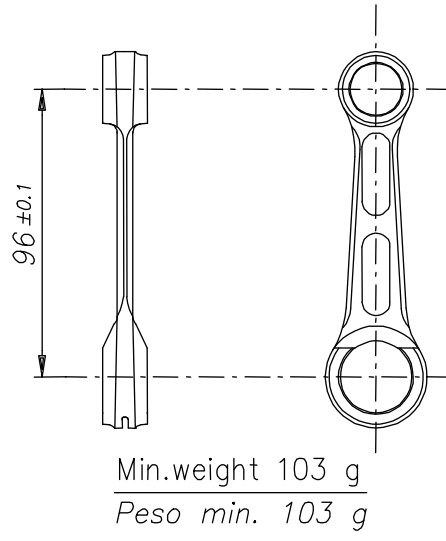
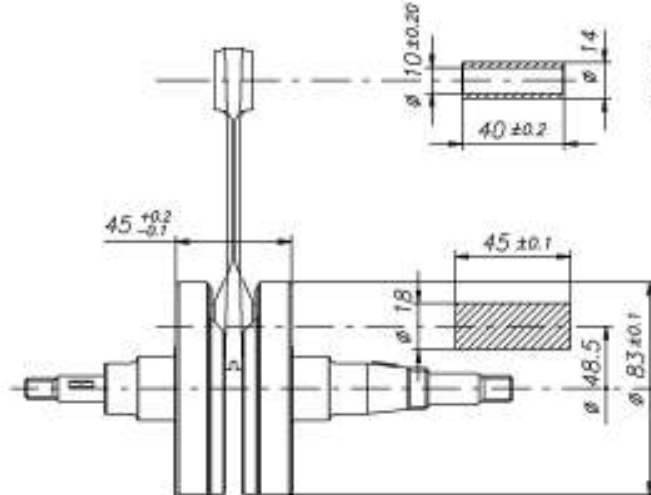


## EASY-KART 100 cc

		FEATURES - CARATTERISTICHE	
		Cylinder volume of origin <i>Volume cilindro d'origine</i>	98.30 cm <sup>3</sup>
		Bore of origin <i>Alesaggio d'origine</i>	50.80 mm
		Max. bore <i>Alesaggio massimo</i>	51.23 mm
		Stroke <i>Corsa</i>	48.5 mm
		Distance between Conrod centers <i>Lunghezza biella</i>	96 mm
		Inlet system <i>Sistema di ammissione</i>	Reed valve A lamelle
		N° of reed petals <i>N° lamelle</i>	2
TILLOTSON carburetor <i>Carburatore TILLOTSON</i>	HL-384 A	Cylinder/crankcase transfers n° <i>N° travasi cilindro/basamento</i>	3
SELETTRA ignition <i>Accensione SELETTRA</i>	Digit. 4 poles <i>Digit. 4 poli</i>	Exhaust ports number <i>N° delle luci di scarico</i>	2
Big end conr. ball-bearing diam. <i>Dimens. cuscinetto testa biella</i>	18x24x15	Combustion chamber shape <i>Forma camera di combustione</i>	Spherical <i>Sferica</i>
Small end conr. ball-bearing diam. <i>Dimens. cuscinetto piede biella</i>	14x18x17.5	Combustion chamber volume <i>Volume camera di combustione</i> <small>(Measured with VOLUMETER and EASY-KART insert)</small>	10.6 cm <sup>3</sup> min.
Crankshaft ball-bearing diam. <i>Dimens. cuscinetto albero motore</i>	25x52x15	Number of piston rings <i>N° segmenti sul pistone</i>	2

DESCRIPTION OF THE MATERIAL <i>DESCRIZIONE MATERIALI</i>		PISTON <i>PISTONE</i>
Conrod material <i>Materiale della biella</i>	Steel <i>Acciaio</i>	
Crankshaft material <i>Materiale albero motore</i>	Steel <i>Acciaio</i>	
Head material <i>Materiale della testa</i>	Aluminium <i>Alluminio</i>	
Cylinder material <i>Materiale del cilindro</i>	Aluminium <i>Alluminio</i>	
Iner material <i>Materiale della canna</i>	Iron <i>Ghisa</i>	CONROD <i>BIELLA</i>
Crankcase material <i>Materiale del basamento</i>	Aluminium <i>Alluminio</i>	
Piston material <i>Materiale del pistone</i>	Aluminium <i>Alluminio</i>	
Piston rings material <i>Materiale dei segmenti pistone</i>	Iron <i>Ghisa</i>	
Exhaust muffler material <i>Materiale dell'impianto di scarico</i>	Sheet-steel <i>Tutto acciaio</i>	
Ball-bearings 6205 type <i>Cuscinetti di banco tipo 6205</i>	ORS C4 SKF C4 NSK C4	

### CRANKSHAFT - ALBERO MOTORE



Piston pin min. weight 21 g  
*Peso min. spinotto 21 g*

**ATT.: USE EXCLUSIVELY ORIGINAL SEAL RINGS MARKED: "IAME - TTO - C 5206".**

**N.B.: UTILIZZARE ESCLUSIVAMENTE ANELLI DI TENUTA ORIGINALI MARCATI: " IAME - TTO - C 5206 ".**

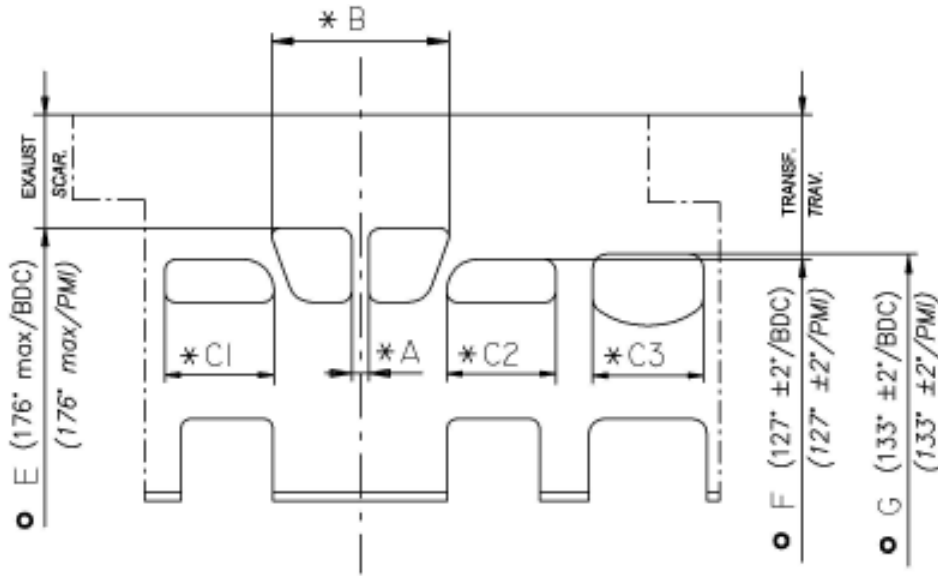
(bearing seat distance)  
*(spallam. cuscinetti)* 46 ± 0.1

Complete crankshaft min. weight 1750 g  
*Peso min. dell'albero completo 1750 g*

**IAME**

VOIDS AND REPLACES THE FORM n° 238/A OF 22-12-05  
ANNULLA E SOSTITUISCE LA FICHE n° 238/A DEL 22-12-05

## CYLINDER DEVELOPMENT - SVILUPPO CILINDRO



A	$\geq 3.5 \text{ mm}$
B	$\leq 45.5 \text{ mm}$
C1 = C2	$\leq 25.5 \text{ mm}$
C3	$\leq 26 \text{ mm}$
E	176° max
F	127° ±2'
G	133° ±2'

**PORTS CONTROL TOOL  
DMA CONTROLLO LUCI**

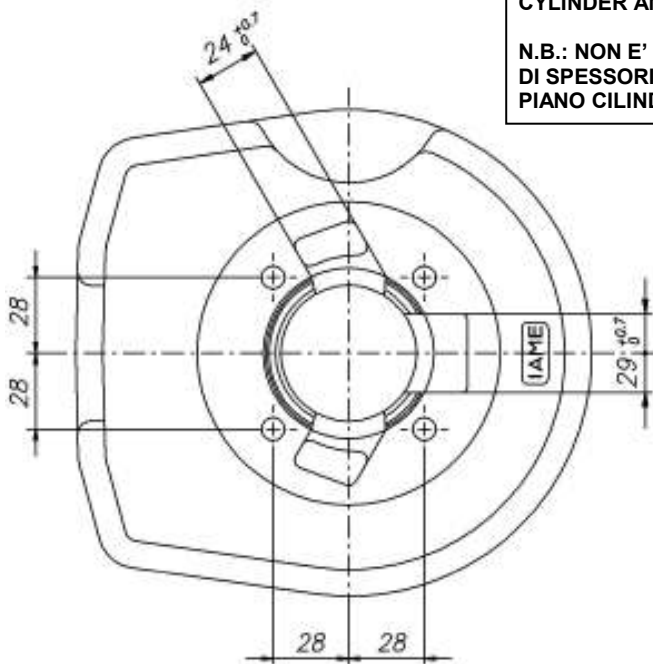
ATT. - For exclusive use of the stewards.  
N.B. - Ad utilizzo esclusivo da parte dei commissari di gara.

\* CHORDAL READING  
LETTURA CORDALE

○ ANGULAR READING BY INSERTING A 0.2 mm GAUGE  
LETTURA ANGOLARE CON SPESSIMETRO DI 0.2 mm

### CYLINDER BASE VIEW VISTA BASE CILINDRO

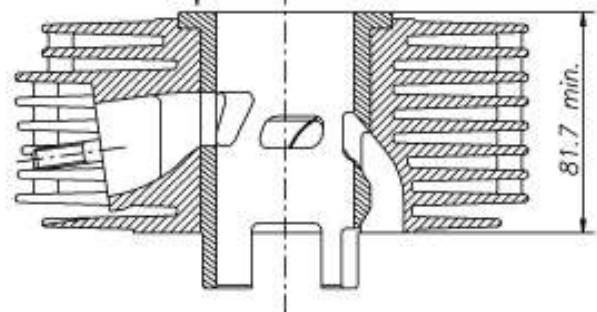
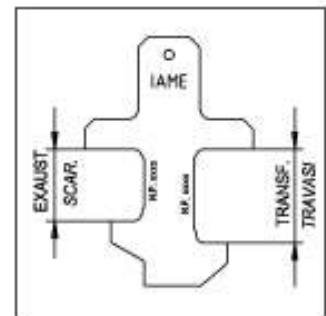
### CYLINDER CROSS SECTION VIEW SEZIONE DEL CILINDRO



ATT.: ADDITIONAL SPACERS ARE NOT ALLOWED BETWEEN CYLINDER AND HEAD BASE.

N.B.: NON E' PERMESSO L'UTILIZZO DI SPESSORI AGGIUNTIVI TRA PIANO CILINDRO E PIANO TESTA.

### CONTROL TOOL CALIBRO DI CONTROLLO

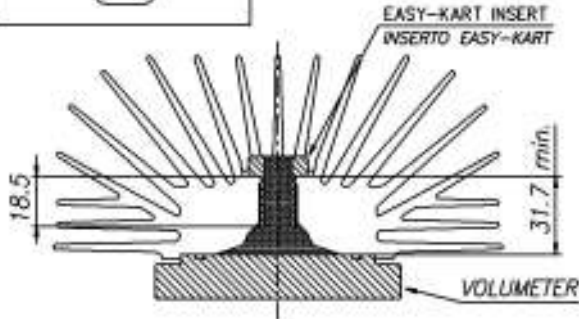


Cylinder and exhaust washer weight 3260 ±40 g  
Peso cilindro e guarnizione scarico 3260 ±40 g



COMBUSTION CHAMBER VIEW  
CAMERA DI COMBUSTIONE

CONTROL TOOL  
DIMIA DI CONTROLLO

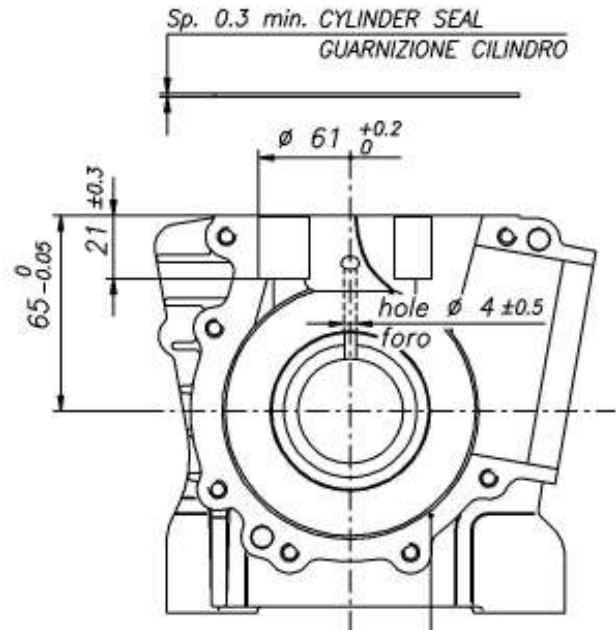


COMBUSTION CHAMBER VOLUME = 10.6 cm<sup>3</sup> min.  
VOLUME CAMERA DI COMBUSTIONE = 10.6 cm<sup>3</sup> min.  
(WITH VOLUMETER AND INSERT)

COMBUSTION CHAMBER VOLUME = 8.8 cm<sup>3</sup> min.  
VOLUME CAMERA DI COMBUSTIONE = 8.8 cm<sup>3</sup> min.  
(WITH MOUNTED ENGINE-PIST. AT TDC AND INSERT)

ATT.: SQUISH MIN. = 0.75 mm

CRANKCASE INSIDE VIEW  
VISTA INTERNA DEL BASAMENTO



ATT.: WITHOUT SEAL OF PAPER  
BETWEEN HALF-CRANKCASES

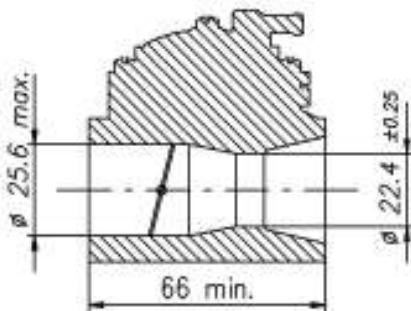
N.B.: SENZA GUARNIZIONE DI CARTA  
TRA I SEMIBASAMENTI.

VENTURI CARB. DIMENSIONS  
DIMENSIONE VENTURI CARBURATORE

TILLOTSON HL-384 A mod.  
TILLOTSON mod. HL-384 A

Fixed High speed jet / adjustable Low speed jet  
(Origin mounted)

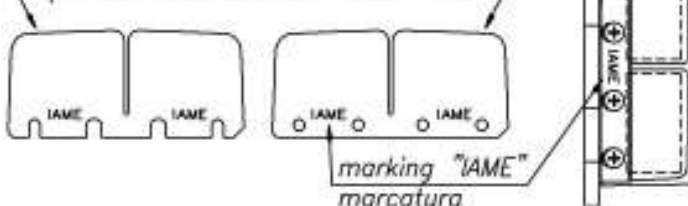
Getto fisso del Massimo / getto regolabile del Minimo  
(Montato in origine)



ATT.: DUCT POLISHING IS NOT  
ADMITTED

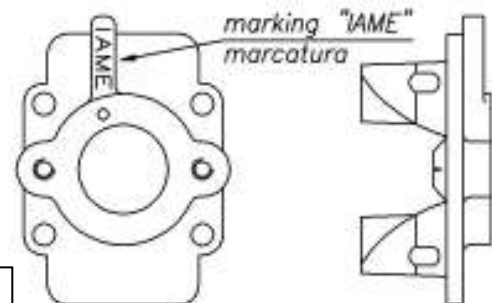
N.B.: NON SONO AMMESSE  
LAVORAZIONI DI LUCIDATURA  
DEL CONDOTTO.

Reed petals min. thicknees = 0.30 mm  
Spessore min. lamelle = 0.30 mm

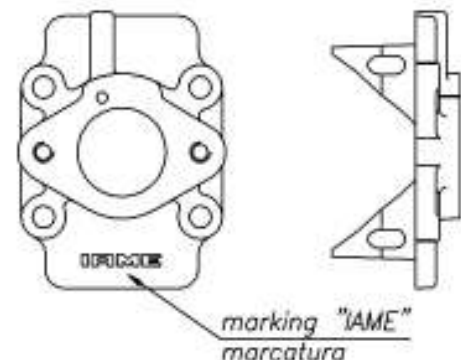


INLET MANIFOLD  
COLLETTORE DI ALIMENTAZIONE

MANIFOLD 1<sup>st</sup> TYPE  
COLLETTORE 1<sup>o</sup> TIPO

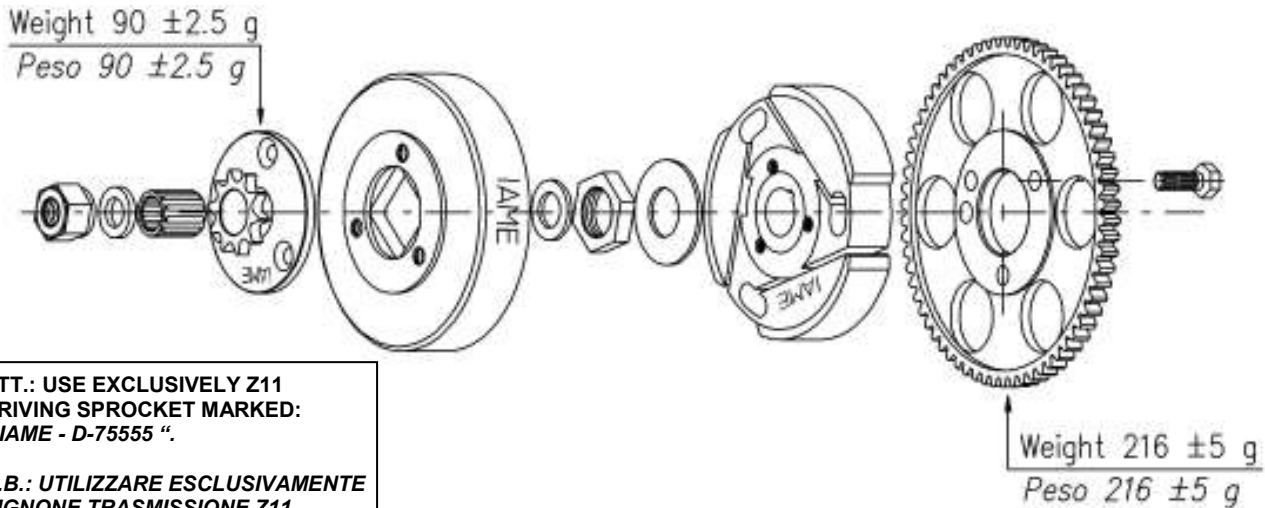


MANIFOLD 2<sup>nd</sup> TYPE  
COLLETTORE 2<sup>o</sup> TIPO



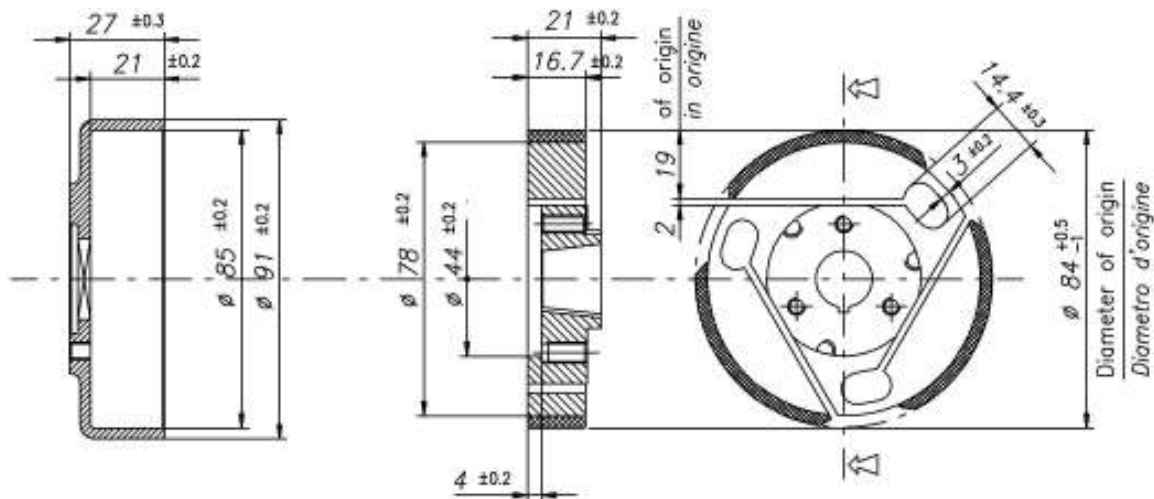
IAME

**DESCRIPTION OF THE CLUTCH  
DESCRIZIONE DEL GRUPPO FRIZIONE**



**ATT.: USE EXCLUSIVELY Z11  
DRIVING SPROCKET MARKED:  
"IAME - D-75555".**

**N.B.: UTILIZZARE ESCLUSIVAMENTE  
PIGNONE TRASMISSIONE Z11  
MARCATO: "IAME - D-75555".**



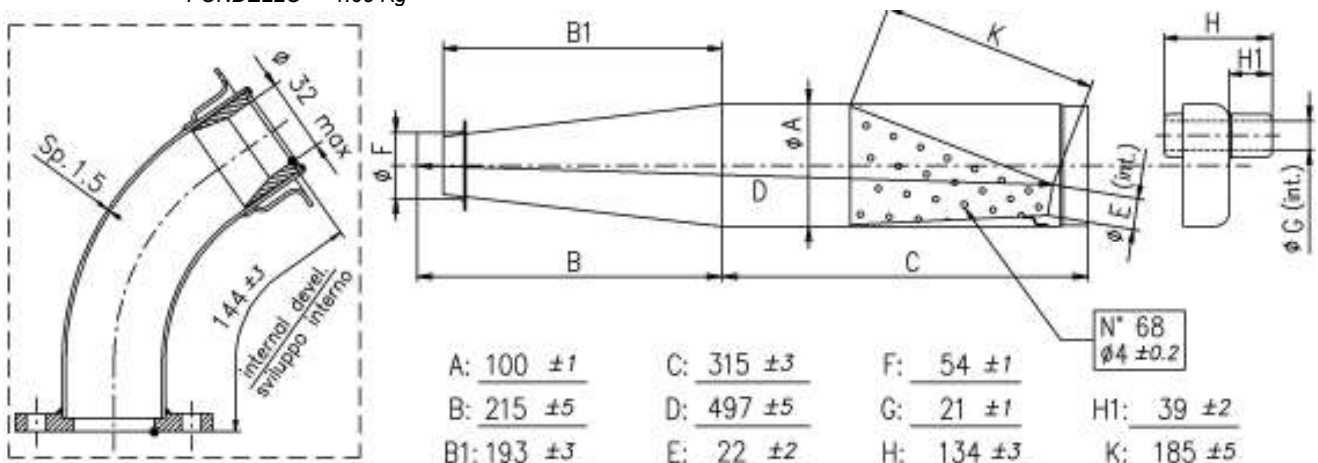
Min. weight  $292$  g  
Peso min.  $292$  g

Min. weight  $460$  g  
Peso min.  $460$  g

**EXHAUST MUFFLER VIEW AND DIMENSIONS  
VISTA E DIMENSIONI DEL SILENZIATORE DI SCARICO**

**ATTENTION:** MINIMUM THICKNESS OF THE MUFFLER WALL PLATE = 0.95 mm. MINIMUM WEIGHT OF THE MUFFLER WITH BOTTOM = 1.65 Kg

**ATTENZIONE:** SPESSORE MINIMO LAMIERA "PARETI" SILENZIATORE = 0.95 mm. PESO MINIMO SILENZIATORE CON "FONDELLO" = 1.65 Kg



ADDITIONAL FIXING OF THE STARTER (1° TYPE ALTERNATIVE)  
*FISSAGGIO SUPPLEMENTARE MOTORINO D'AVVIAMENTO (ALTERNATIVA 1° TIPO)*



ADDITIONAL FIXING OF THE STARTER (2° TYPE ALTERNATIVE)  
*FISSAGGIO SUPPLEMENTARE MOTORINO D'AVVIAMENTO (ALTERNATIVA 2° TIPO)*



**“SELETTRA” IGNITION PICTURE (DIGITAL 4 POLES)  
FOTO ACCENSIONE “SELETTRA” (DIGITALE 4 POLI)**

**ATTENTION: THE WIRES AND CONNECTIONS MUST BE INTACT AS FROM THE FACTORY.**

**ATTENZIONE: I CAVI E LE CONNESSIONI ELETTRICHE DEVONO RISULTARE INTEGRE COME FORNITE DAL COSTRUTTORE.**

**ATT.: THE IGNITION ROTOR MUST BE MOUNTED ON THE CRANKSHAFT WITH THE 2.5mm THICKNESS KEY. THE KEY MUST BE ORIGINAL.**

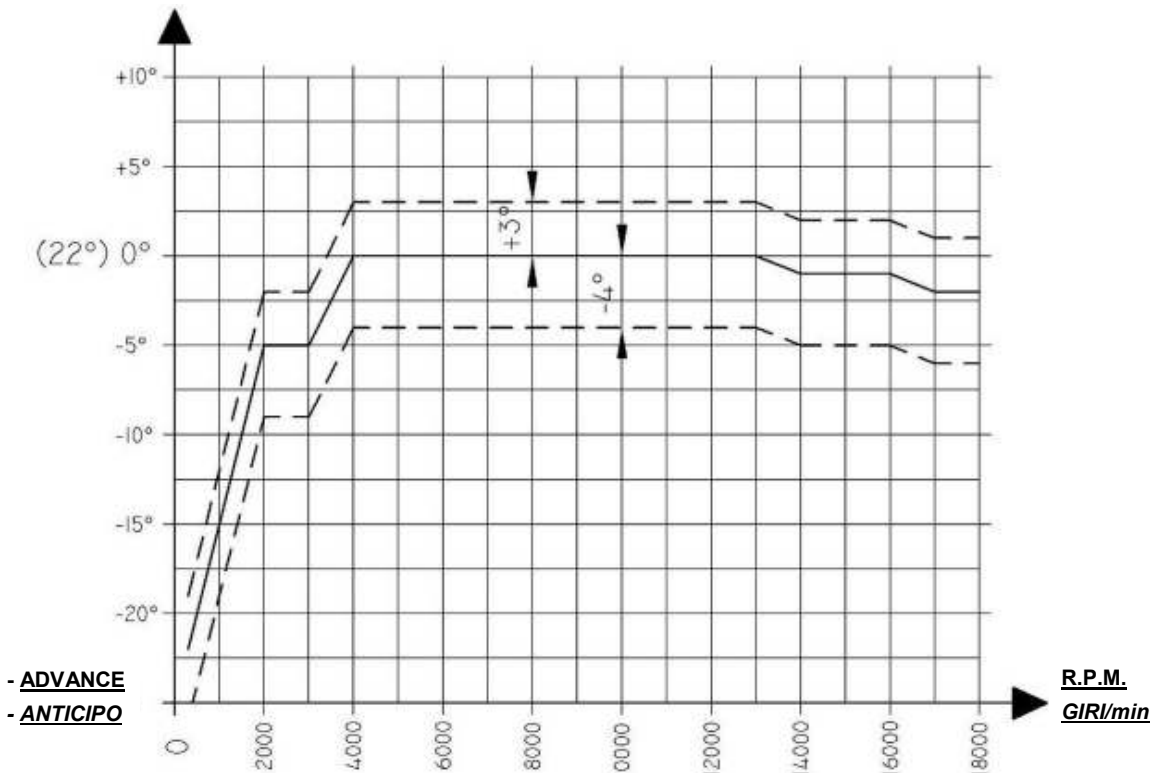
**N.B.: IL ROTORE ACC.NE DEVE ESSERE MONTATO SULL' ALBERO CON LA PRESENZA DELLA CHIAVETTA SP. 2.5mm. LA CHIAVETTA DEVE ESSERE DI TIPO COME IN ORIGINE.**



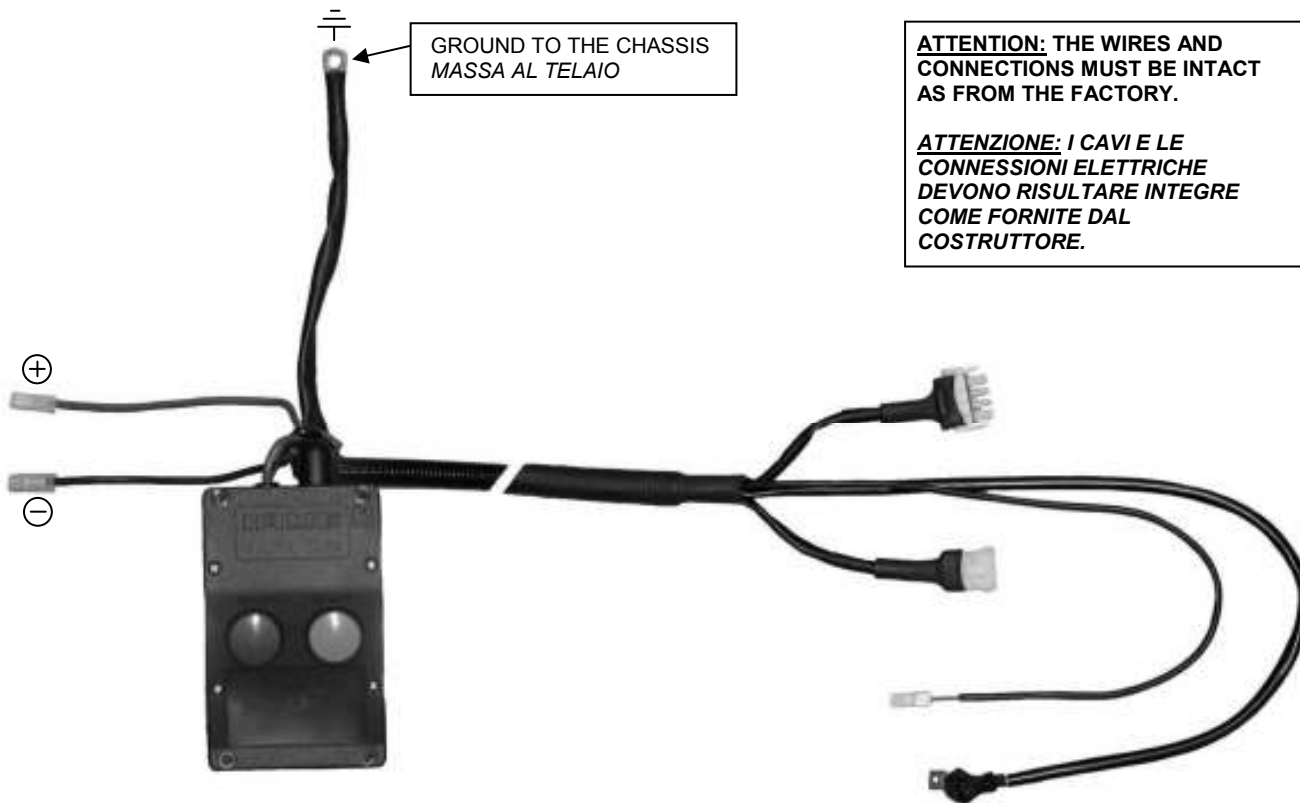
**IGNITION ADVANCE DIAGRAM  
DIAGRAMMA ANTICIPO ACCENSIONE**

+ **ADVANCE** (MEASURED WITH “TaG - TESTER”)

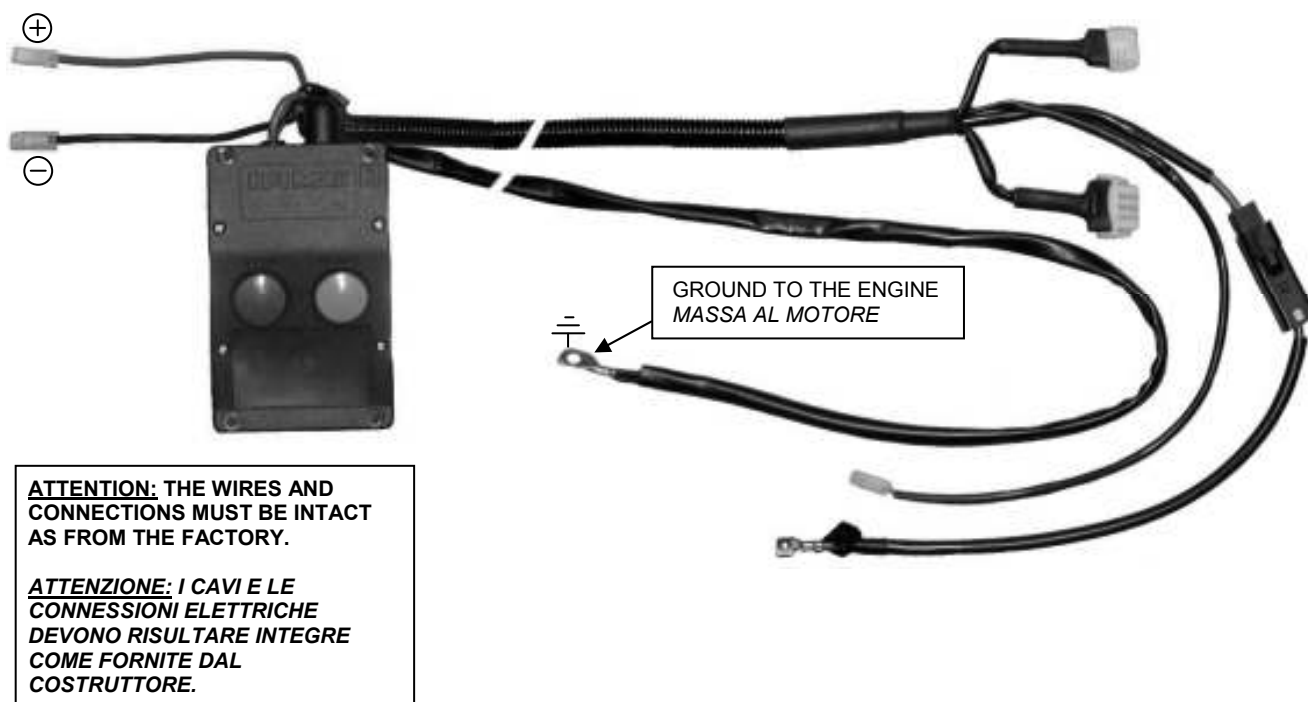
+ **ANTICIPO** (MISURATO CON “TaG - TESTER”)



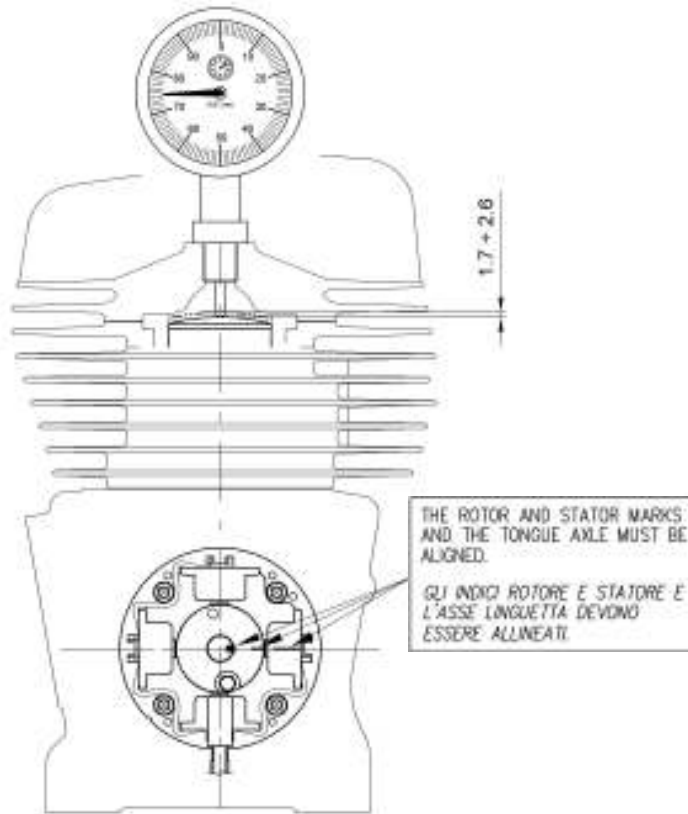
POWER-PACK/ENGINE WIRES (1° TYPE ALTERNATIVE)  
CABLAGGIO POWER-PACK/MOTORE (ALTERNATIVA 1° TIPO)



POWER-PACK/ENGINE WIRES (2° TYPE ALTERNATIVE)  
CABLAGGIO POWER-PACK/MOTORE (ALTERNATIVA 2° TIPO)

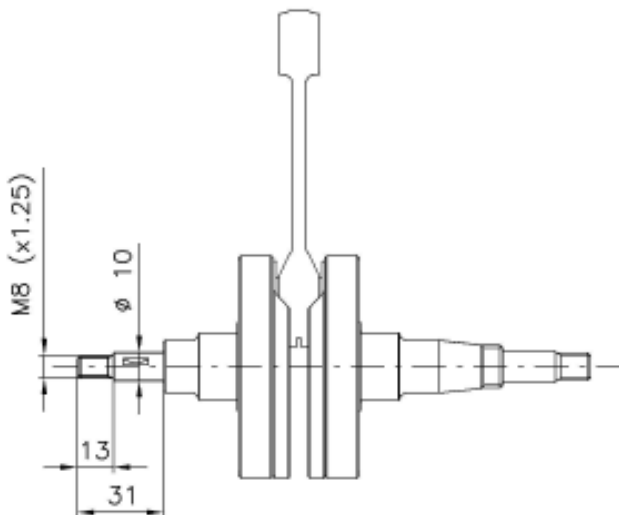


ADVANCE TIMING CONTROL  
 VERIFICA ANTICIPO ACCENSIONE



CRANKSHAFT (IGNITION SIDE END)  
 ALBERO MOTORE (ESTREMITA' LATO ACCENSIONE)

1° TYPE ALTERNATIVE  
 ALTERNATIVA 1° TIPO



2° TYPE ALTERNATIVE  
 ALTERNATIVA 2° TIPO

