
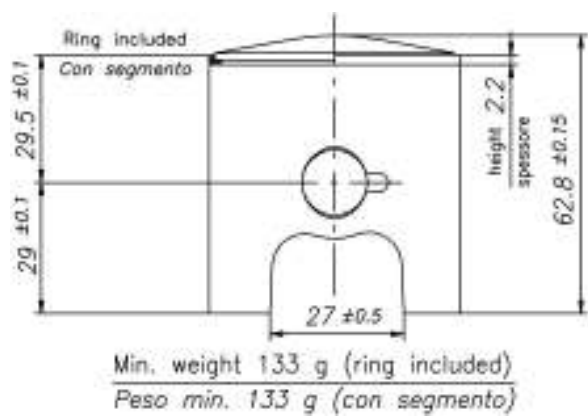
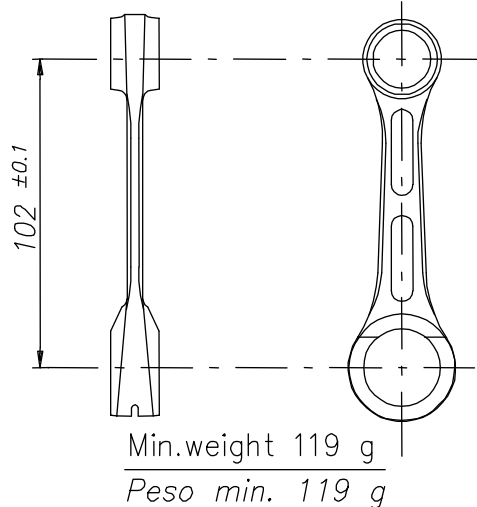
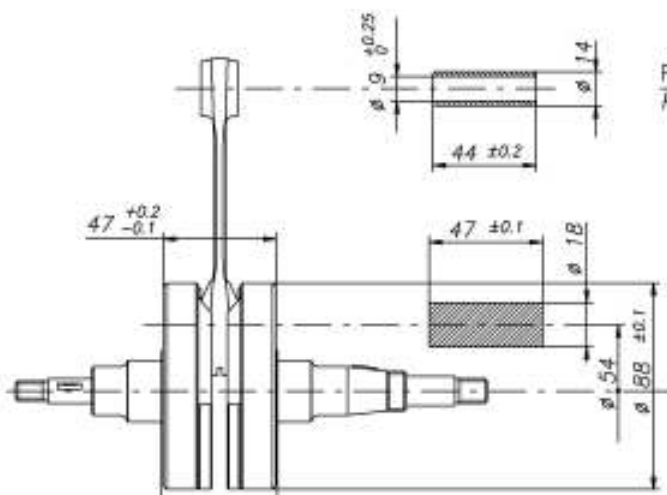


EASY-KART 125 cc

		FEATURES - CARATTERISTICHE	
		Cylinder volume of origin <i>Volume cilindro d'origine</i>	123.67 cm ³
		Bore of origin <i>Alesaggio d'origine</i>	54.00 mm
		Max. bore <i>Alesaggio massimo</i>	54.28 mm
		Stroke <i>Corsa</i>	54 mm
		Distance between Conrod centers <i>Lunghezza biella</i>	102 mm
		Inlet system <i>Sistema di ammissione</i>	Reed valve <i>A lamelle</i>
		N° of reed petals <i>N° lamelle</i>	2
TILLOTSON carburetor <i>Carburatore TILLOTSON</i>	HL-384 B	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>	12.7 cm ³ min.
Crankshaft ball-bearing diam. <i>Dimens. cuscinetto albero motore</i>	25x52x15	Number of piston rings <i>N° segmenti sul pistone</i>	1

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>	
Crankcase material <i>Materiale del basamento</i>	Aluminium <i>Alluminio</i>	CONROD BIELLA 
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 28 g
Peso min. spinotto 28 g

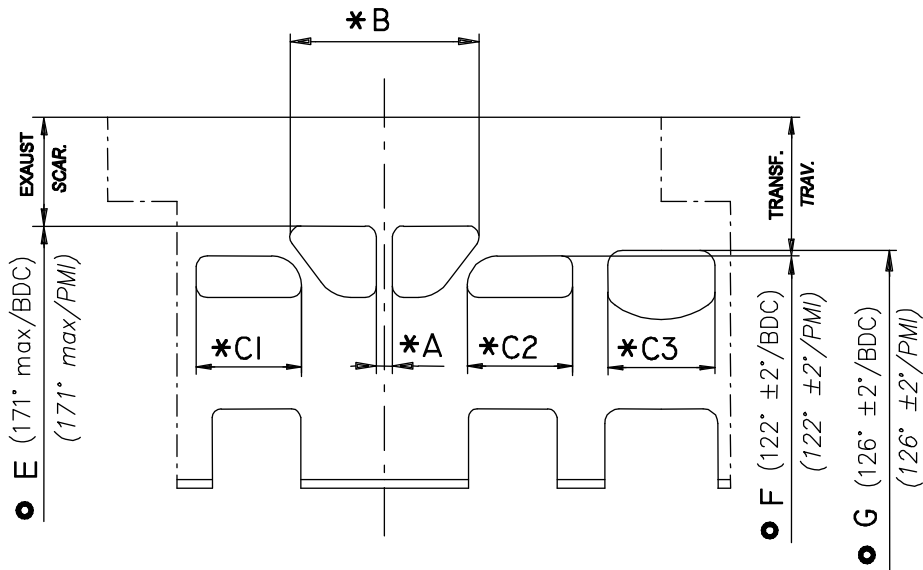
(Bearing seat distance)
(spallam, cuscinetti) 48 ± 0.2

Complete crankshaft min. weight 1900 g
Peso min. dell'albero completo 1900 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".

CYLINDER DEVELOPMENT - SVILUPPO CILINDRO

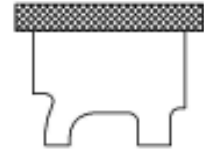


A	≥ 4 mm
B	≤ 50.5 mm
C1 = C2	≤ 25.5 mm
C3	≤ 28.5 mm
E	171° max
F	122° ± 2°
G	126° ± 2°

* CHORDAL READING
LETTURA CORDALE

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

PORTS CONTROL TOOL
DIMA CONTROLLO LUCI

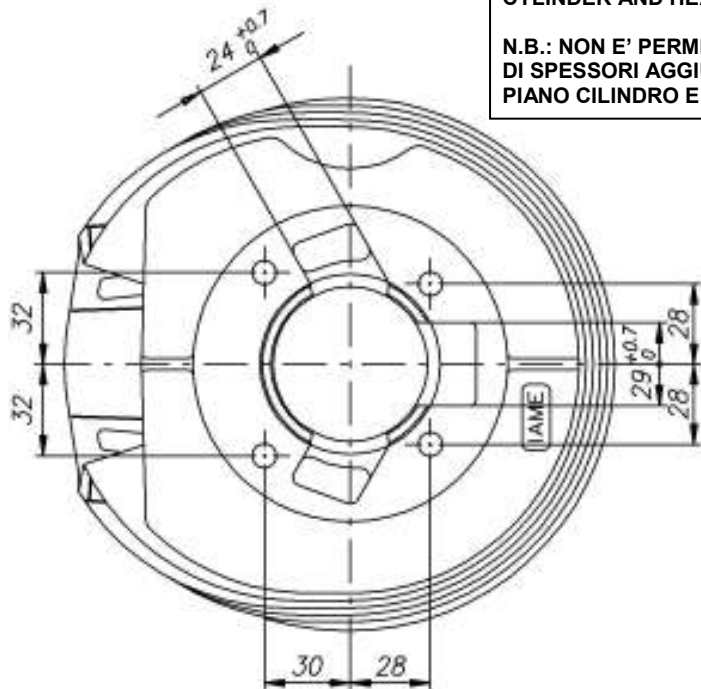


ATT. - For exclusive use of the stewards.

N.B. - Ad utilizzo esclusivo da parte dei commissari di gara.

CYLINDER BASE VIEW VISTA BASE CILINDRO

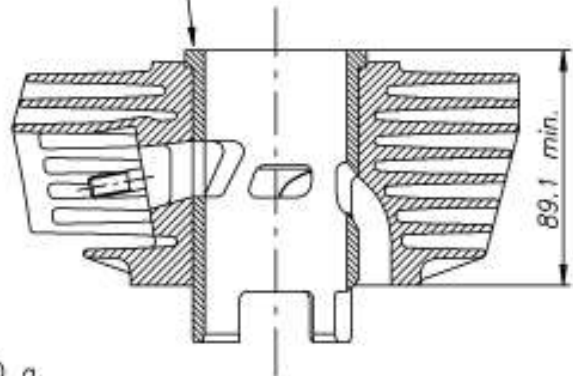
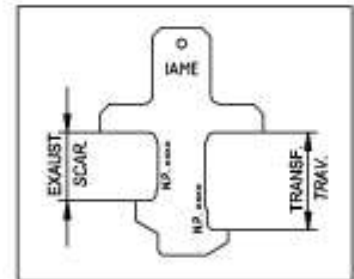
CYLINDER CROSS SECTION VIEW SEZIONE DEL CILINDRO



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

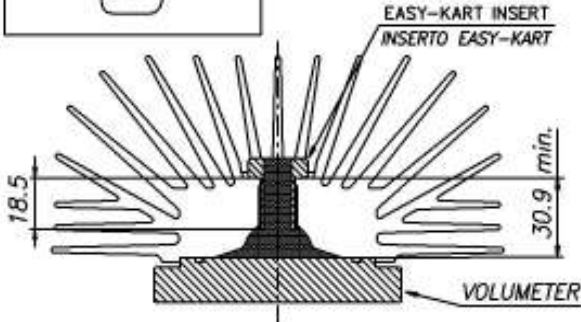


Cylinder and exhaust washer weight 2850 ±40 g
Peso cilindro e guarnizione scarico 2850 ±40 g

IAME

COMBUSTION CHAMBER VIEW
CAMERA DI COMBUSTIONE

CONTROL TOOL
DIMA DI CONTROLLO

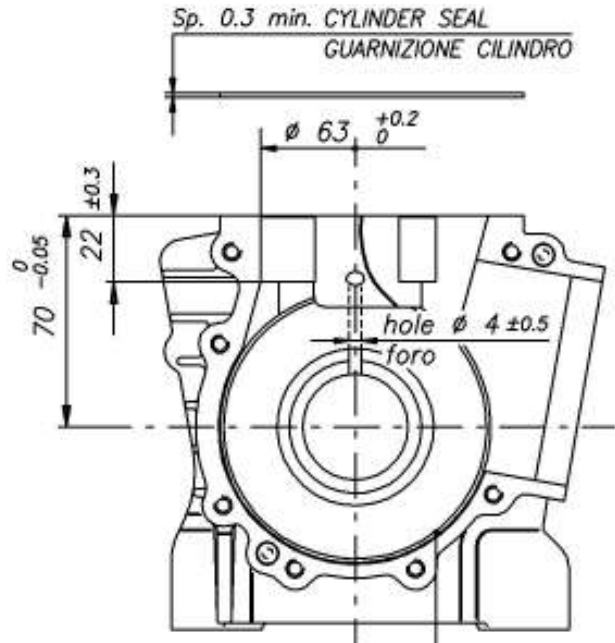


COMBUSTION CHAMBER VOLUME = 12.7 cm³ min.
VOLUME CAMERA DI COMBUSTIONE = 12.7 cm³ min.
(WITH VOLUMETER AND INSERT)

COMBUSTION CHAMBER VOLUME = 10.9 cm³ min.
VOLUME CAMERA DI COMBUSTIONE = 10.9 cm³ min.
(WITH MOUNTED ENGINE-PIST. AT TDC AND INSERT)

ATT.: SQUISH MIN. = 0.90 mm

CRANKCASE INSIDE VIEW
VISTA INTERNA DEL BASAMENTO



ATT.: WITHOUT SEAL OF PAPER
BETWEEN HALF-CRANKCASES

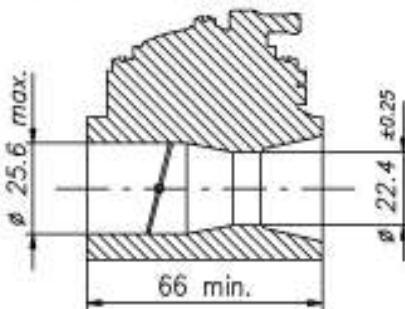
N.B.: SENZA GUARNIZIONE DI CARTA
TRA I SEMIBASAMENTI.

VENTURI CARB. DIMENSIONS
DIMENSIONE VENTURI CARBURATORE

TILLOTSON HL-384 B mod.
TILLOTSON mod. HL-384 B

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

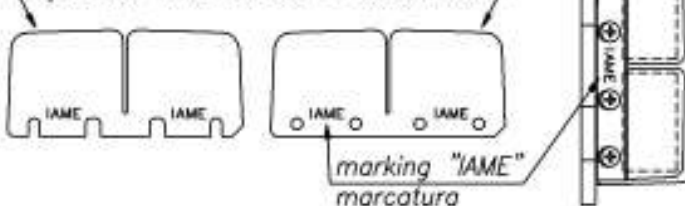
Getto fisso del Massimo / getto regolabile del Minimo
(Montato in origine)



ATT.: DUCT POLISHING IS NOT
ADMITTED

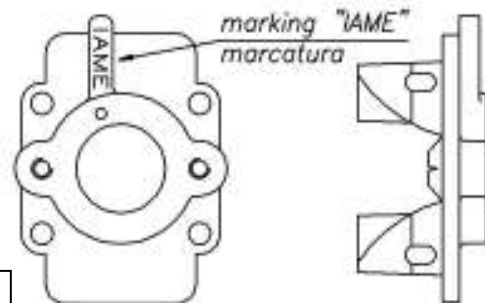
N.B.: NON SONO AMMESSE
LAVORAZIONI DI LUCIDATURA
DEL CONDOTTO.

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

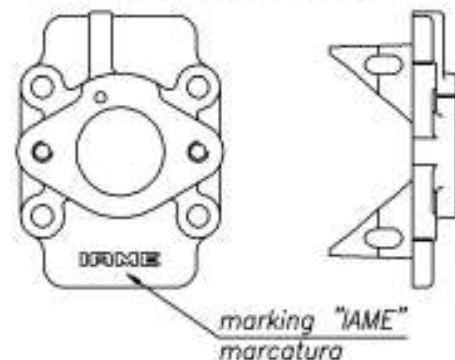


INLET MANIFOLD
COLLETTORE DI ALIMENTAZIONE

MANIFOLD 1st TYPE
COLLETTORE 1^o TIPO



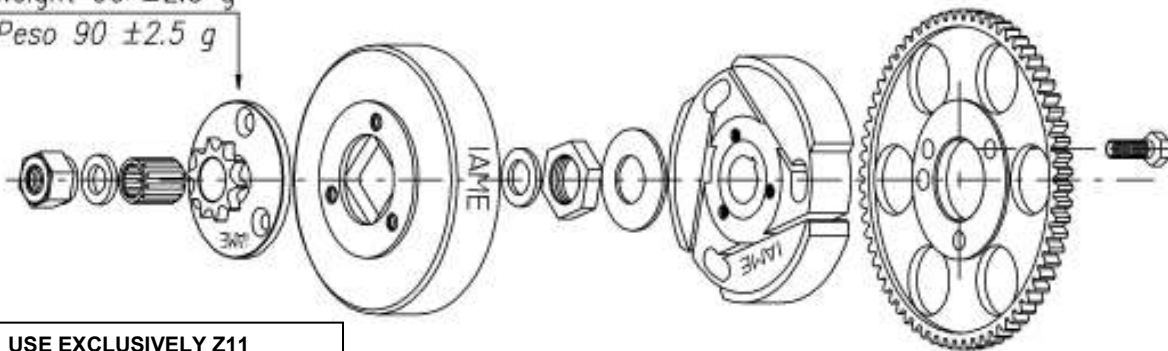
MANIFOLD 2nd TYPE
COLLETTORE 2^o TIPO



IAME

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

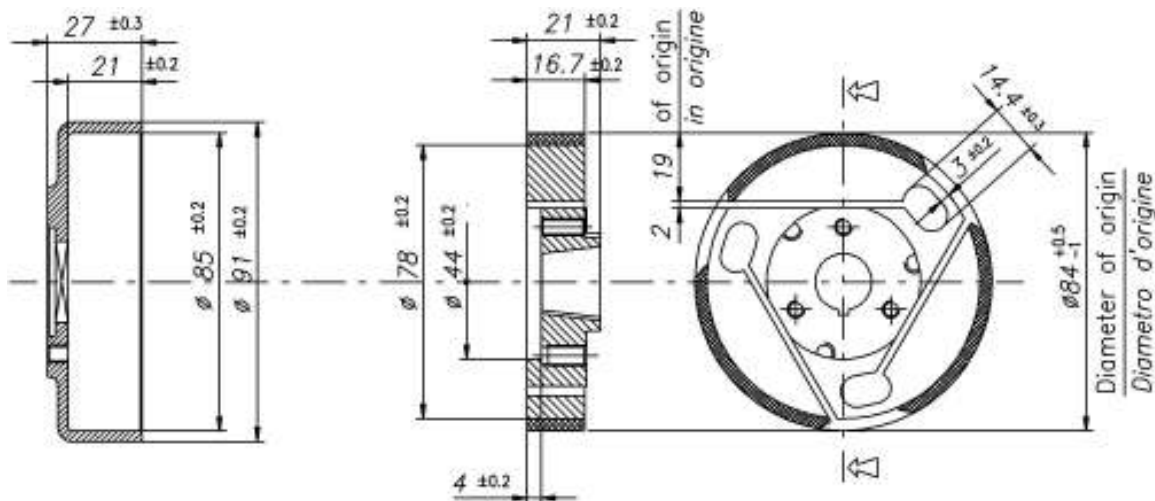
Weight 90 ± 2.5 g
Peso 90 ± 2.5 g



Weight 216 ± 5 g
Peso 216 ± 5 g

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

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



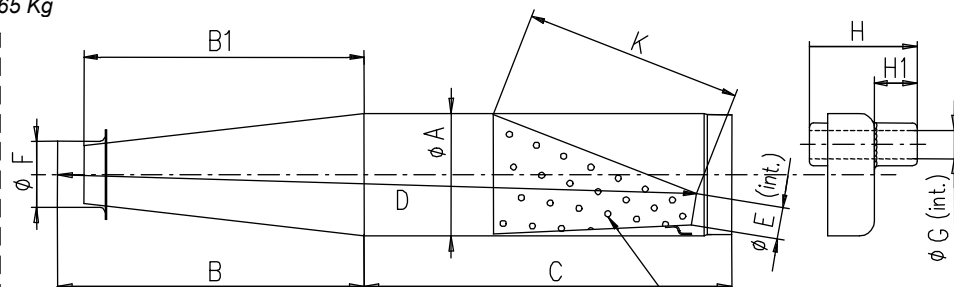
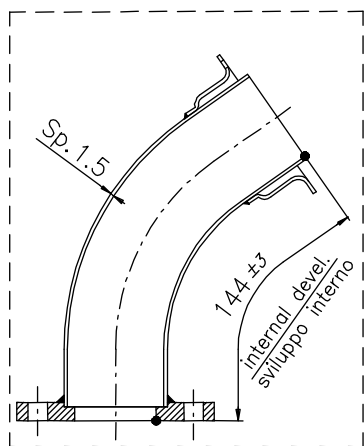
Min. weight 292 g
Peso min. 292 g

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



A: 100 ± 1	C: 315 ± 3	F: 54 ± 1	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> N° 68 $\phi 4 \pm 0.2$ </div>
B: 215 ± 5	D: 497 ± 5	G: 21 ± 1	
B1: 193 ± 3	E: 22 ± 2	H: 134 ± 3	
		K: 185 ± 5	



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.



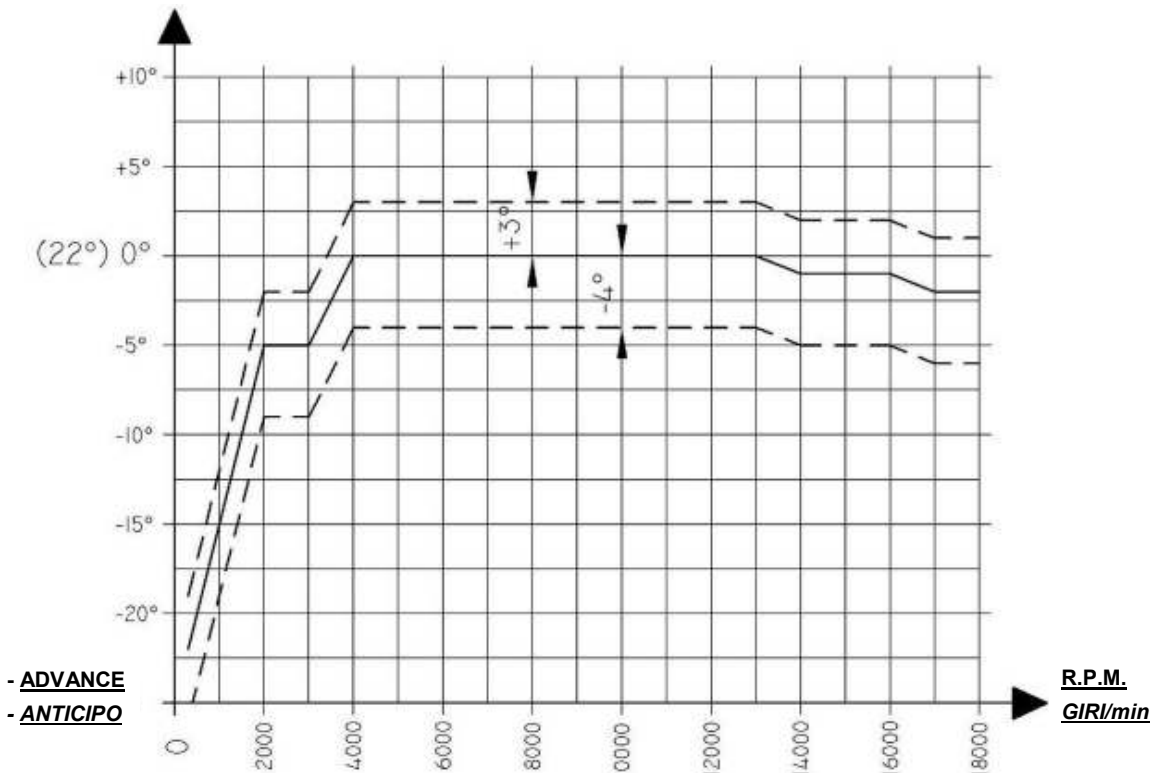
ATT.: THE IGNITION ROTOR MUST BE MOUNTED ON THE CRANKSHAFT WITH THE 2.5mm THICKNESS KEY. THE KEY MUST BE ORIGINAL.

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.

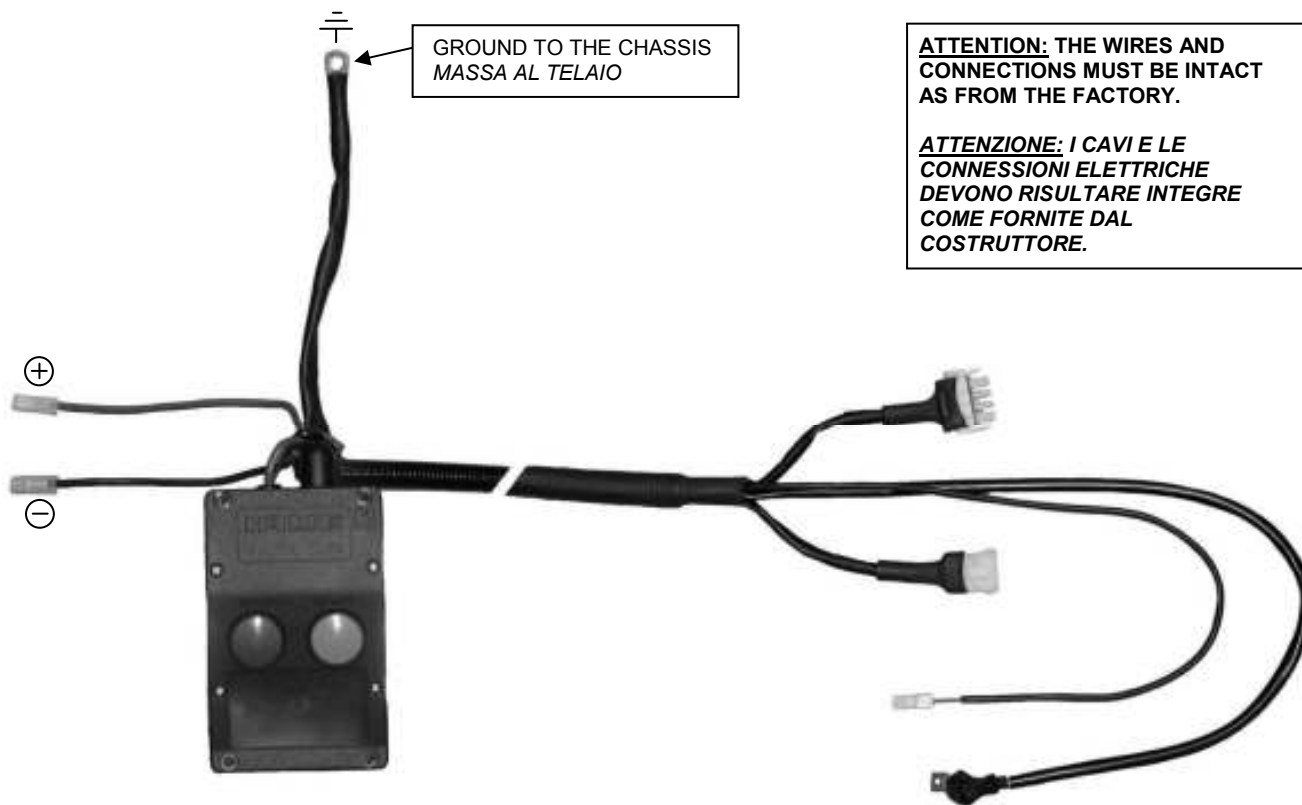
**IGNITION ADVANCE DIAGRAM
DIAGRAMMA ANTICIPO ACCENSIONE**

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

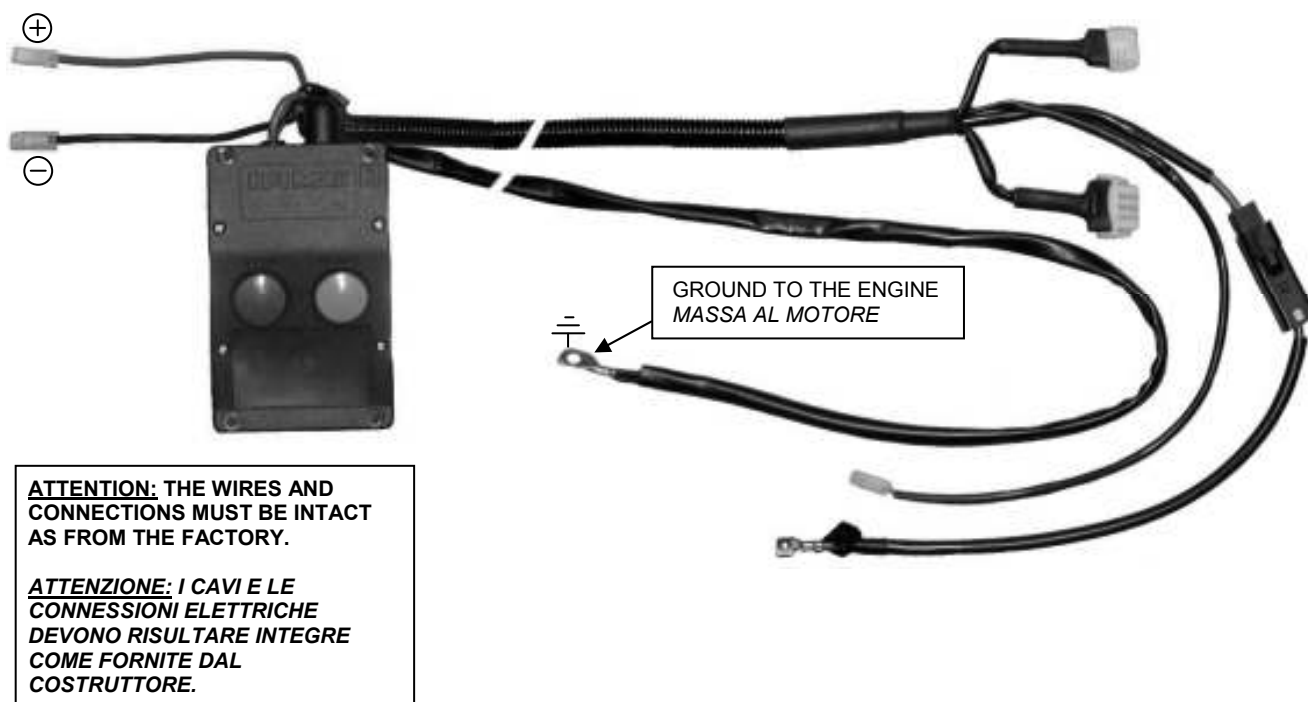
+ **ANTICIPO** (MISURATO CON “TaG - TESTER”)



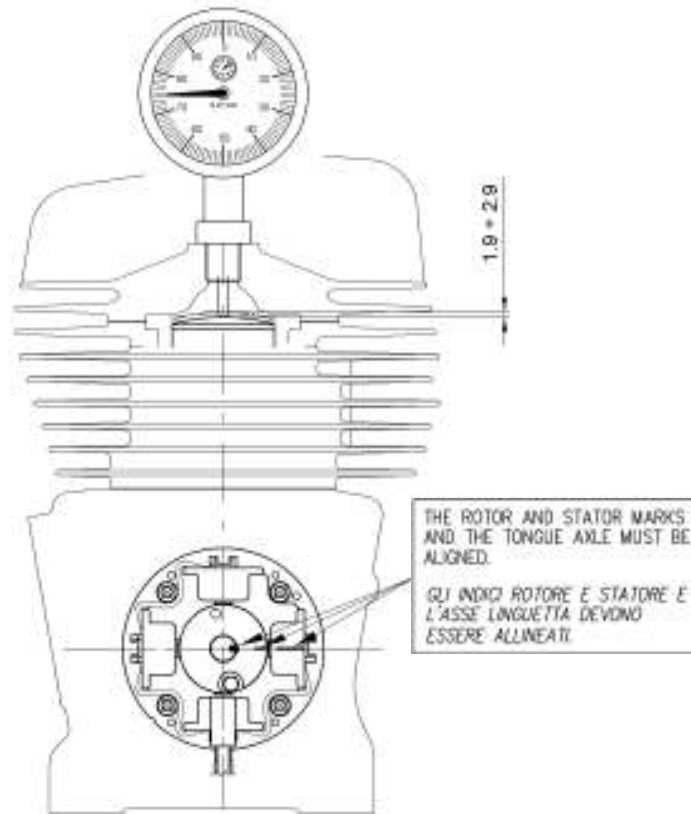
POWER-PACK/ENGINE WIRES (1° TYPE ALTERNATIVE)
CABLAGGIO POWER-PACK/MOTORE (ALTERNATIVA 1° TIPO)



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

