
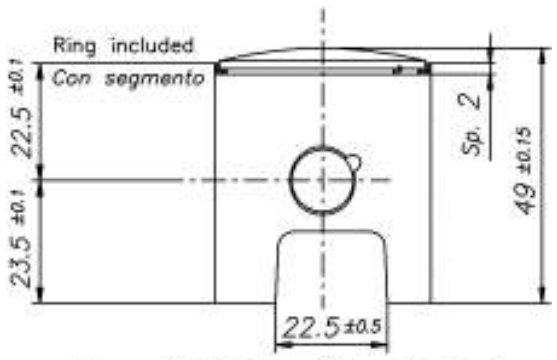
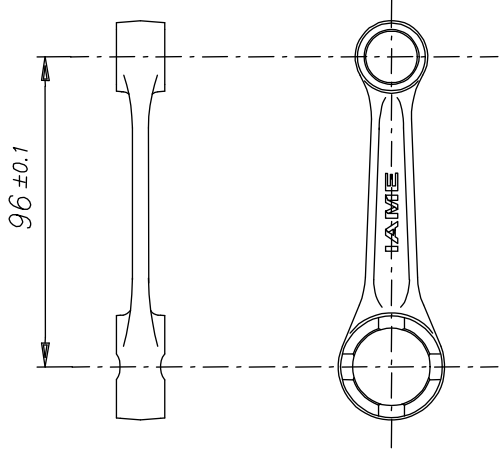
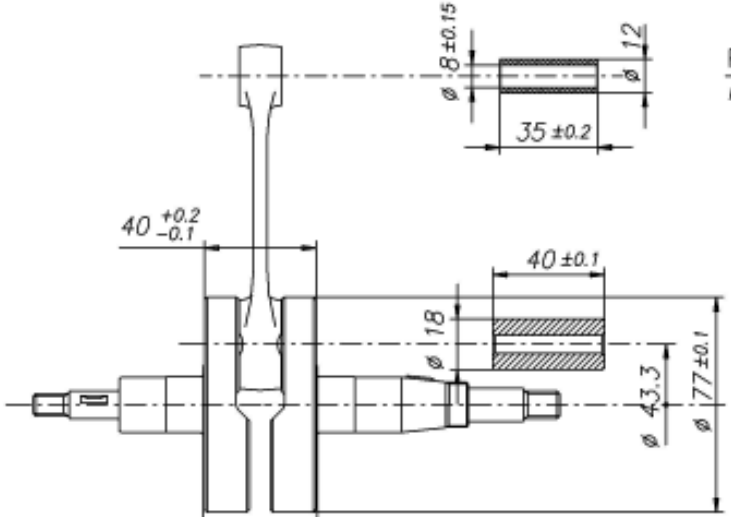


## EASY-KART 62 cc

		FEATURES - CARATTERISTICHE	
		Cylinder volume of origin <i>Volume cilindro d'origine</i>	61.42 cm <sup>3</sup>
		Bore of origin <i>Alesaggio d'origine</i>	42.50 mm
		Max. bore <i>Alesaggio massimo</i>	42.70 mm
		Stroke <i>Corsa</i>	43.3 mm
		Distance between Conrod centers <i>Lunghezza biella</i>	96 mm
		Inlet system <i>Sistema di ammissione</i>	Piston-port <i>Pistone-valvola</i>
		Inlet ports number <i>N°luci di ammissione</i>	1
TILLOTSON carburetor <i>Carburatore TILLOTSON</i>	HL-385 A	Cylinder/crankcase transfers n° <i>N° travasi cilindro/basamento</i>	2
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>	12x16x16	Combustion chamber volume <i>Volume camera di combustione</i> <small>(Measured with VOLUMETER and EASY-KART insert)</small>	7.4 cm <sup>3</sup> min.
Crankshaft ball-bearing diam. <i>Dimens. cuscinetto albero motore</i>	20x47x14	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>	 <p>Min. weight 67 g (ring included) <i>Peso min. 67 g (con segmento)</i></p>
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>	 <p>Min. weight 100 g <i>Peso min. 100 g</i></p>
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 6204 type <i>Cuscinetti di banco tipo 6204</i>	KOYO C4 ORS C4 NSK C4	

### CRANKSHAFT - ALBERO MOTORE



Piston pin min. weight 15.5 g  
*Peso min. spinotto 15.5 g*

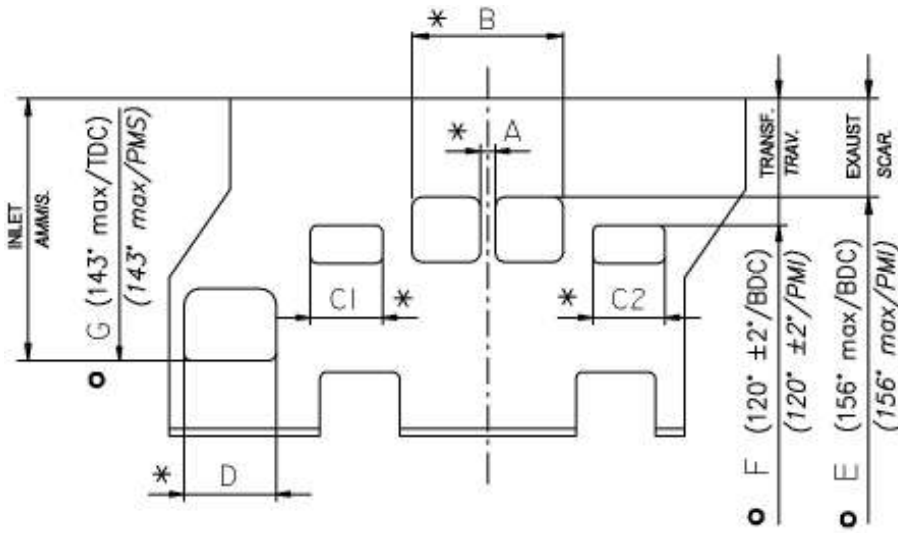
Complete crankshaft min. weight 1290 g  
*Peso min. dell' albero completo 1290 g*

**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	$\geq 3.8 \text{ mm}$
B	$\leq 34.3 \text{ mm}$
C1 = C2	$\leq 18.3 \text{ mm}$
D	$\leq 25.3 \text{ mm}$
E	$156^\circ \text{ max}$
F	$120^\circ \pm 2^\circ$
G	$143^\circ \text{ max}$

**PORTS CONTROL TOOL**  
**DIMA CONTROLLO LUCI**

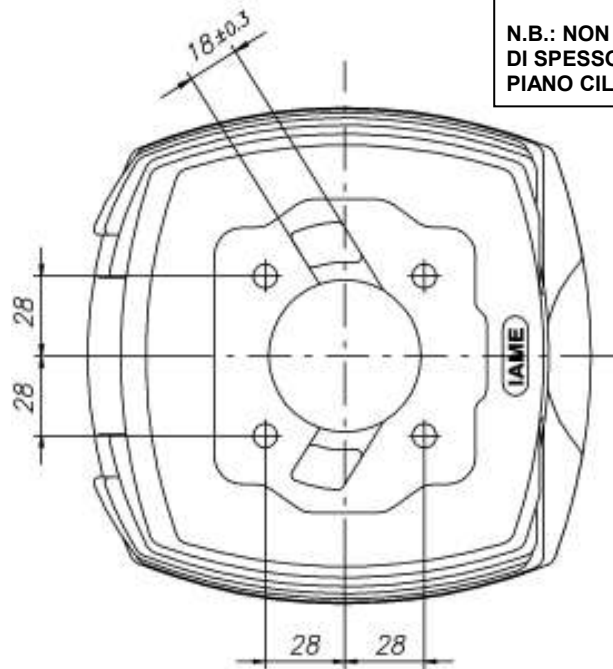
ATT.- For exclusive use of the stewards.  
N.B.- Ad utilizzo esclusivo da parte dei commissari di gara.

\* CHORDAL READING  
LETTURA CORDALE

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

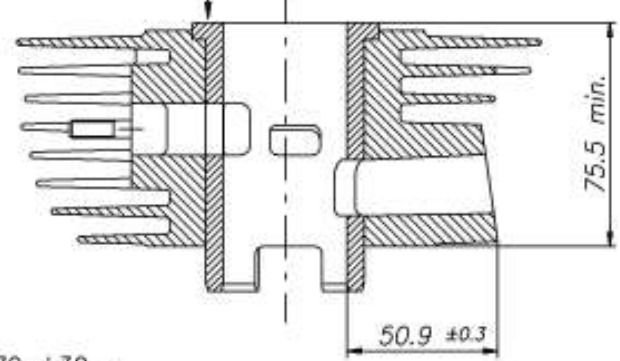
### CYLINDER BASE VIEW VISTA BASE CILINDRO

### CYLINDER CROSS SECTION VIEW SEZIONE DEL CILINDRO



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

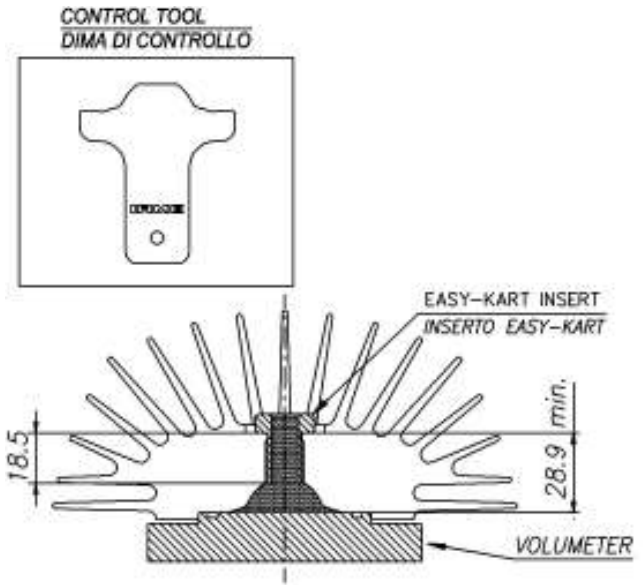
**N.B.: NON E' PERMESSO L'UTILIZZO DI SPESSORI AGGIUNTIVI TRA PIANO CILINDRO E PIANO TESTA.**



Cylinder and exhaust washer weight  $2670 \pm 30 \text{ g}$   
Peso cilindro e guarnizione scarico  $2670 \pm 30 \text{ g}$



COMBUSTION CHAMBER VIEW  
CAMERA DI COMBUSTIONE

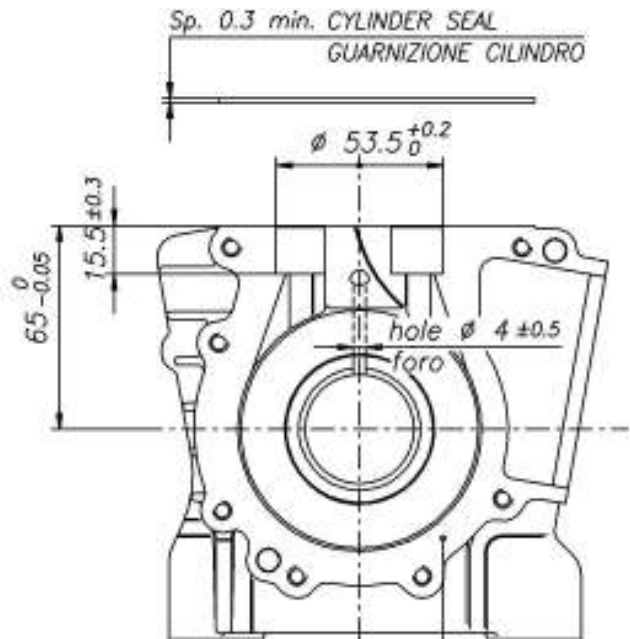


COMBUSTION CHAMBER VOLUME = 7.4 cm<sup>3</sup> min.  
VOLUME CAMERA DI COMBUSTIONE = 7.4 cm<sup>3</sup> min.  
(WITH VOLUMETER AND INSERT)

COMBUSTION CHAMBER VOLUME = 6.3 cm<sup>3</sup> min.  
VOLUME CAMERA DI COMBUSTIONE = 6.3 cm<sup>3</sup> min.  
(WITH MOUNTED ENGINE-PIST. AT TDC AND INSERT)

ATT.: SQUISH MIN. = 0.50 mm

CRANKCASE INSIDE VIEW  
VISTA INTERNA DEL BASAMENTO



ATT.: WITHOUT SEAL OF PAPER  
BETWEEN HALF-CRANKCASES

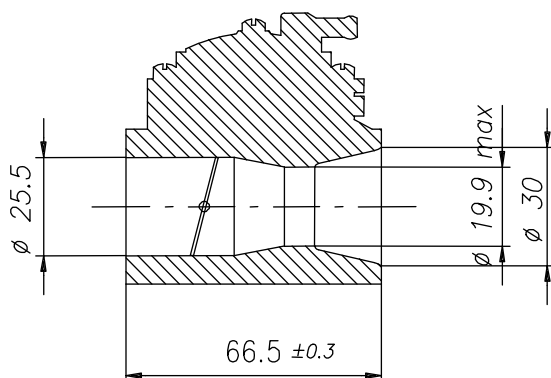
N.B.: SENZA GUARNIZIONE DI CARTA  
TRA I SEMIBASAMENTI.

VENTURI CARB. DIMENSIONS  
DIMENSIONE VENTURI CARBURATORE

TILLOTSON HL-385 A mod.  
TILLOTSON mod. HL-385 A

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

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

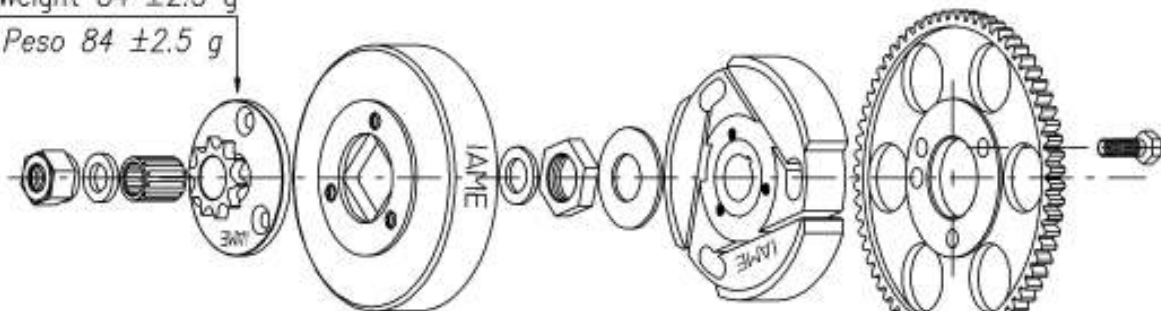


ATT.: DUCT POLISHING IS NOT  
ADMITTED

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

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

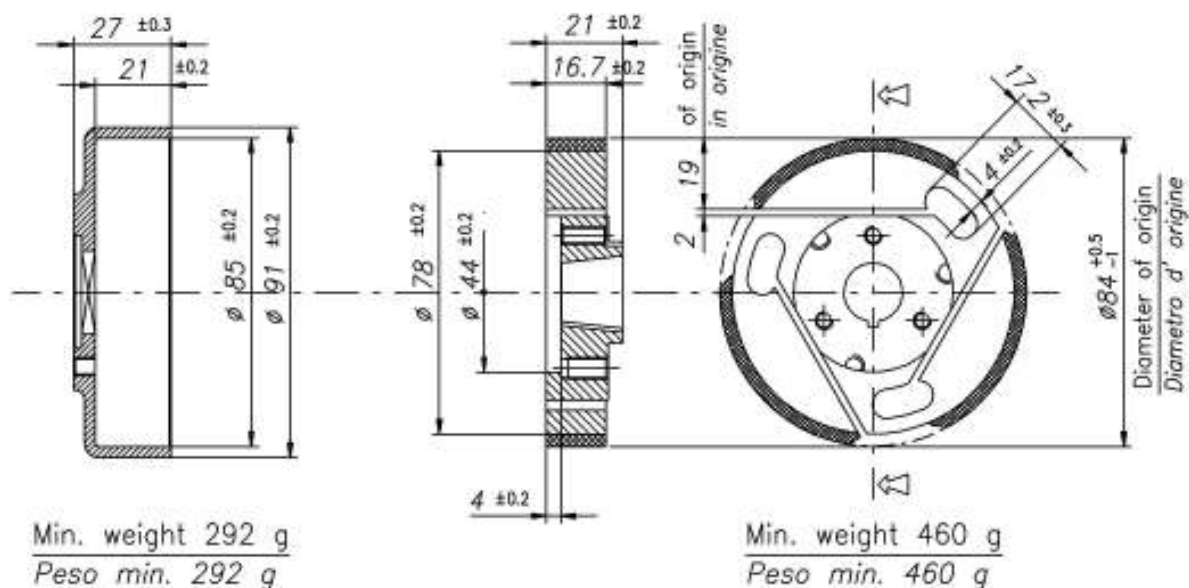
Weight  $84 \pm 2.5$  g  
Peso  $84 \pm 2.5$  g



Weight  $202 \pm 5$  g  
Peso  $202 \pm 5$  g

**ATT.: USE EXCLUSIVELY Z10  
DRIVING SPROCKET MARKED:  
" IAME - D-75554 ".**

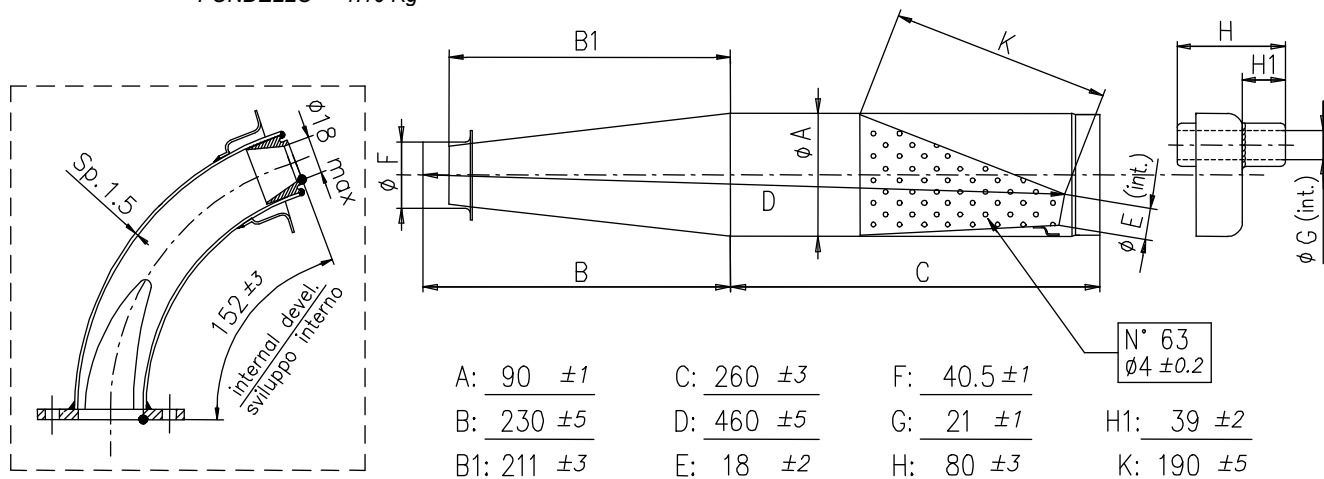
**N.B.: UTILIZZARE ESCLUSIVAMENTE  
PIGNONE TRASMISSIONE Z10  
MARCATO: " IAME - D-75554 ".**



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

**ATTENTION:** MINIMUM THICKNESS OF THE MUFFLER WALL PLATE = 0.75 mm. MINIMUM WEIGHT OF THE MUFFLER WITH BOTTOM = 1.10 Kg

**ATTENZIONE:** SPESSORE MINIMO LAMIERA "PARETI" SILENZIATORE = 0.75 mm. PESO MINIMO SILENZIATORE CON "FONDELLO" = 1.10 Kg



**IAME**

VOIDS AND REPLACES THE FORM n° 237/A OF 22-12-05  
ANNULLA E SOSTITUISCE LA FICHE n° 237/A DEL 22-12-05

**“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.**



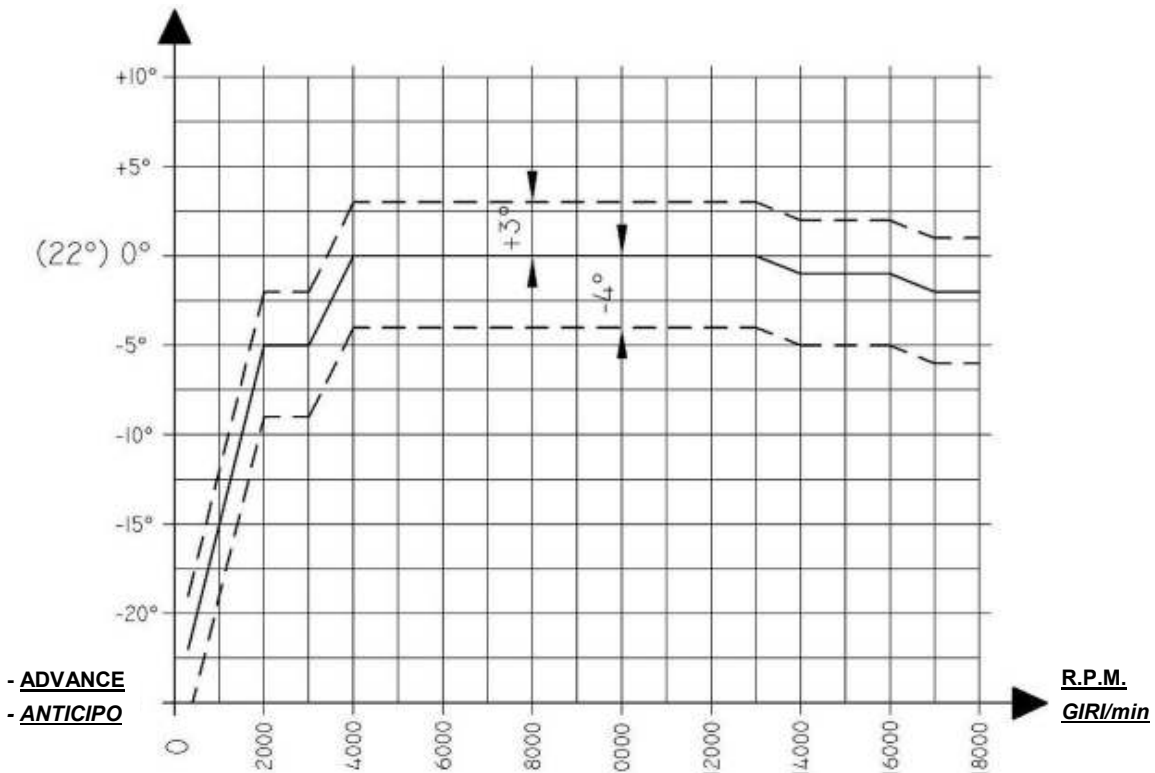
**ATT.: THE IGNITION ROTOR MUST BE MOUNTED ON THE CRANKSHAFT WITH THE 2.5mm THICKNESS KEY. THE KEY MUST BE ORIGINAL.**

**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.**

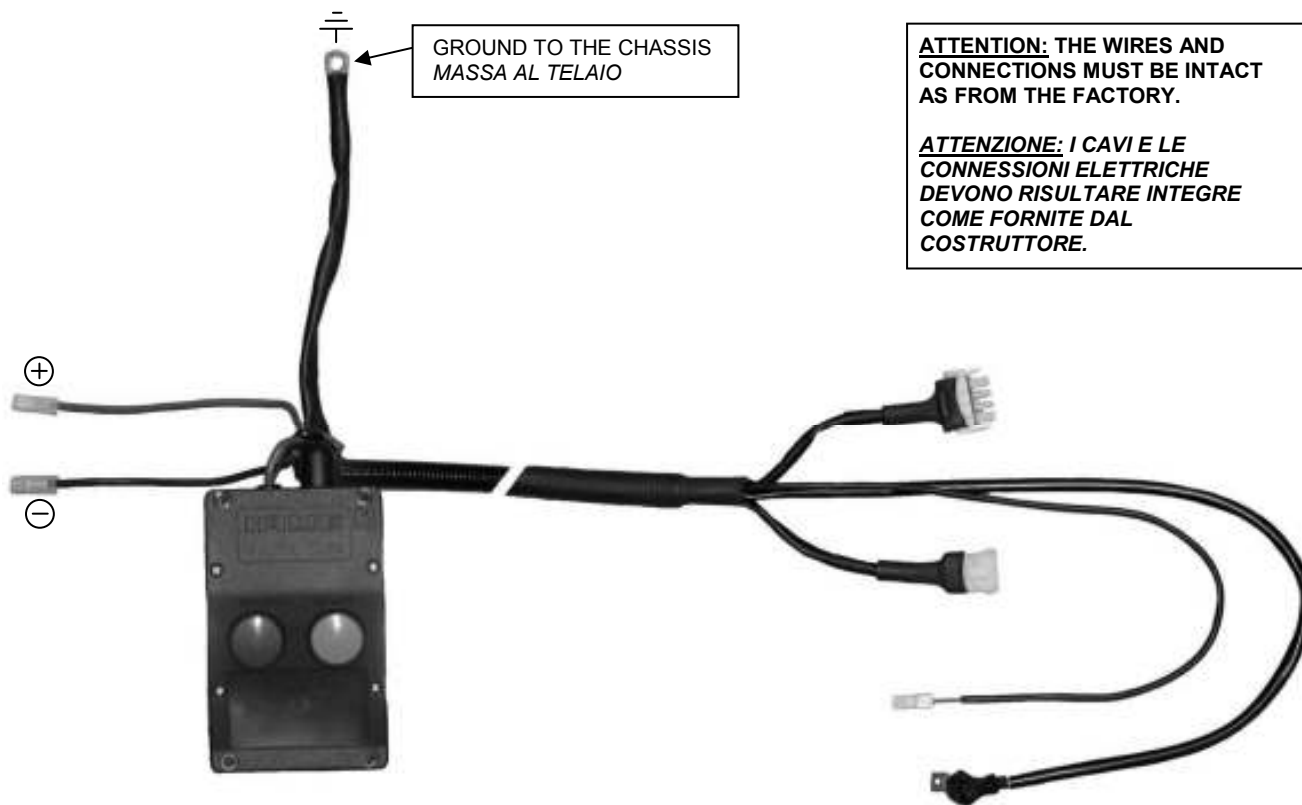
**IGNITION ADVANCE DIAGRAM  
DIAGRAMMA ANTICIPO ACCENSIONE**

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

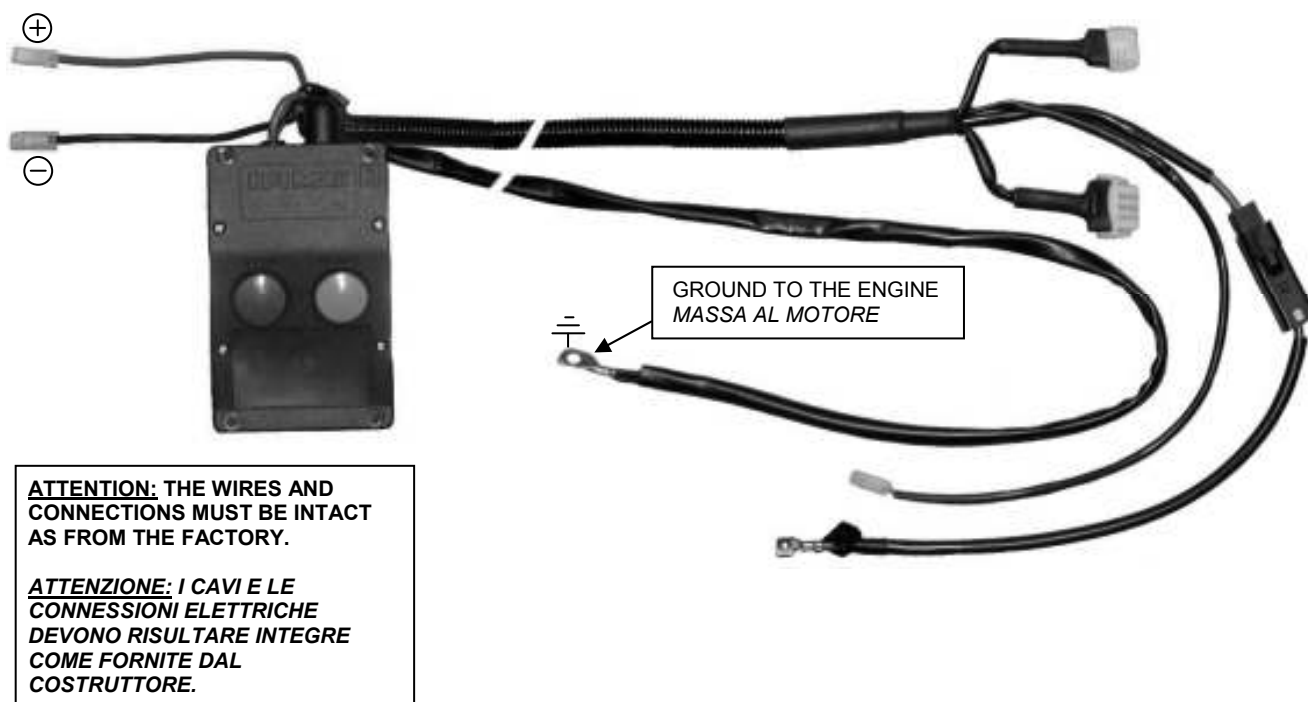
+ **ANTICIPO** (MISURATO CON “TaG - TESTER”)



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

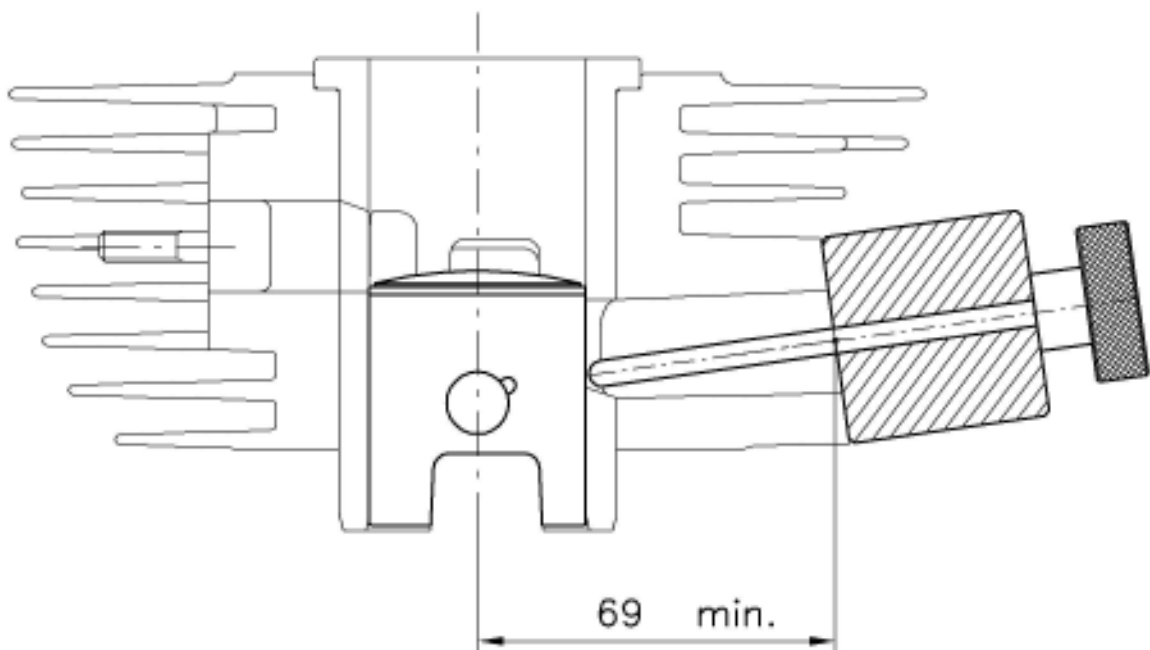


POWER-PACK/ENGINE WIRES (2° TYPE ALTERNATIVE)  
CABLAGGIO POWER-PACK/MOTORE (ALTERNATIVA 2° TIPO)

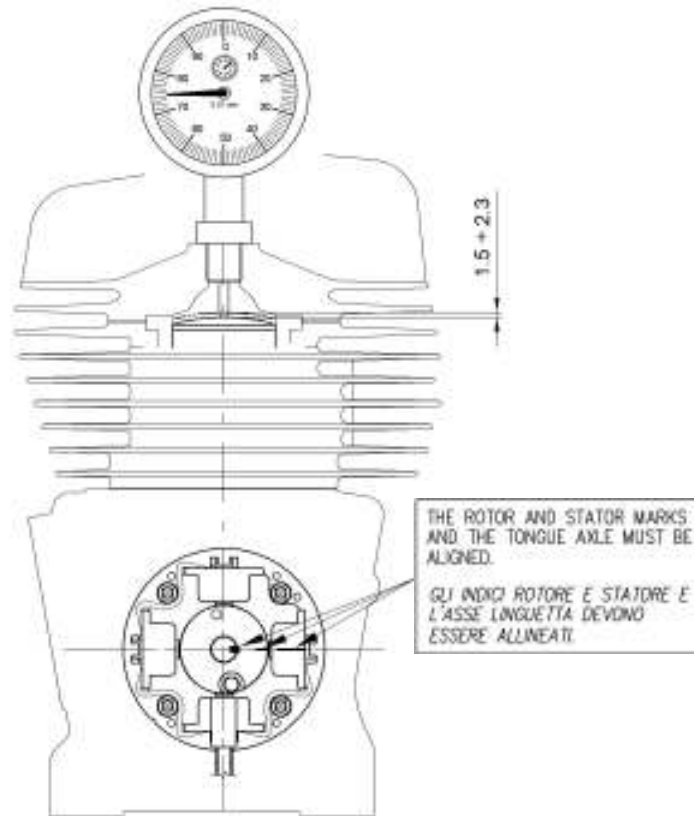


**MINIMUM DISTANCE OF THE FLAT FLANGE ADMISSION  
FROM THE CYLINDER AXIS**

**DISTANZA MINIMA DEL PIANO FLANGIA AMMISSIONE  
DALL'ASSE DEL CILINDRO**

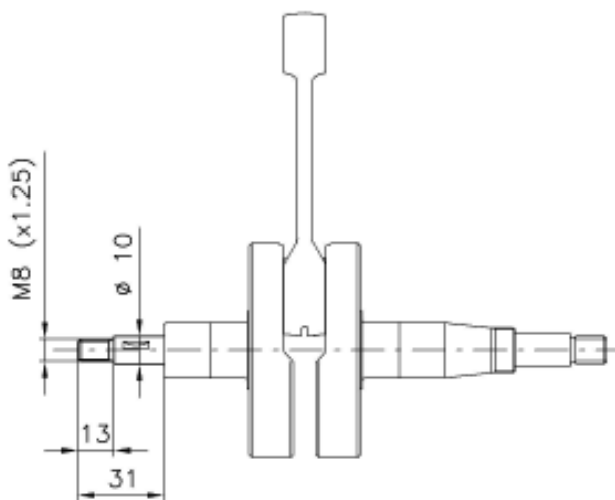


ADVANCE TIMING CONTROL  
VERIFICA ANTICIPO ACCENSIONE



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

1° TYPE ALTERNATIVE  
ALTERNATIVA 1° TIPO



2° TYPE ALTERNATIVE  
ALTERNATIVA 2° TIPO

