Homologation N°

041-EZ-75

FICHE D'HOMOLOGATION
HOMOLOGATION FORM

COMMISSION INTERNATIONALE DE KARTING - FIA

MOTEUR / ENGINE
KZ

Constructeur	Manufacturer	TM RACING SPA
Marque	Make	**TM RACING**
Modèle	Model	**KZ-R1**
Type d'admission	Inlet type	REED VALVE
Durée de l'homologation	Validity of the homologation	3 ans / 3 years
Nombre de pages	Number of pages	9

La présente Fiche d'Homologation reproduit descriptions, illustrations et dimensions du moteur au moment de l'homologation CIK-FIA.

This Homologation Form reproduces descriptions, illustrations and dimensions of the engine at the moment of the CIK-FIA homologation.

PHOTO DU MOTEUR CÔTÉ PIGNON / PHOTO OF DRIVE SIDE OF ENGINE

PHOTO DU MOTEUR CÔTÉ OPPOSÉ / PHOTO OF OPPOSITE SIDE OF ENGINE

Signature et tampon de l'ASN / Signature and stamp of the ASN

SPORT
Via Solferino 32 - 00185 Roma (RM)

Signature et tampon de la CIK-FIA / Signature and stamp of the CIK-FIA

FIA KARTING
CIK APPROVED HOMOLOGATION

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INFORMATIONS TECHNIQUES	TECHNICAL INFORMATION

A	CARACTÉRISTIQUES	A	CHARACTERISTICS		
					Tolérances
Volume du cylindre		Volume of cylinder		**124.66 cm³**	< 125cm³
Alésage d'origine		Original Bore		**54 mm**	
Alésage théorique maximum		Theoretical maximum bore		**54.07 mm**	
Course		Stroke		**54.43 mm**	
Système de refroidissement		Cooling system		**Water**	
Nombre de systèmes de carburation		Number of carburation systems		**1**	
Nombre de canaux de transfert, cylindre/carter		Number of transfer ducts, cylinder/sump		**5/3**	
Nombre de lumières / canaux d'échappement		Number of exhaust ports / ducts		**3**	
Forme de la chambre de combustion		Shape of the combustion chamber		**SPHERIC WITH VARIABLE RADIUS+SQUISH**	
Matériau de la paroi du cylindre		Cylinder wall material		**ALUMINIUM ALLOY+NICASIL**	
Longueur (entre-axe) de la bielle		Length between the axes of the connecting rod		**109,8 mm**	±0.1mm
Nombre de segments de piston		Number of piston rings		**1**	

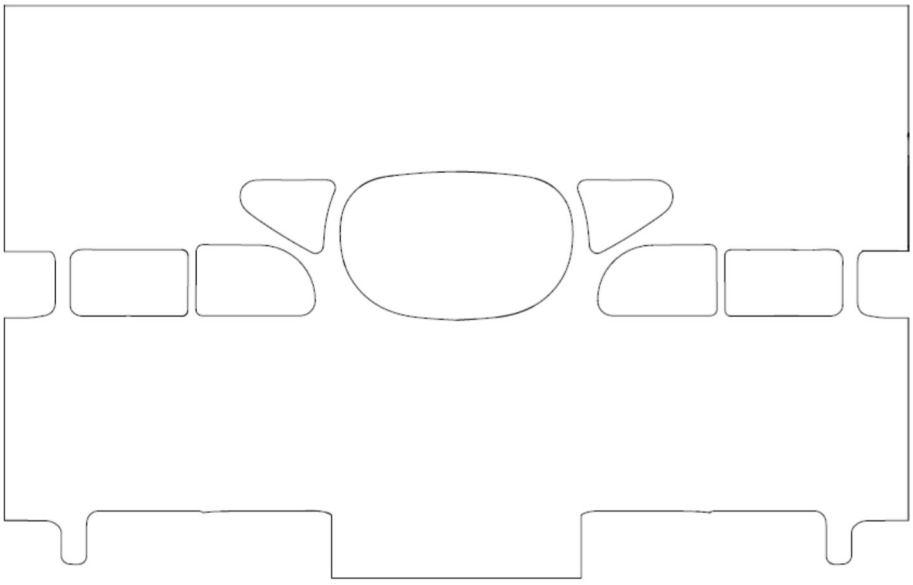
Modifications autorisées selon le Règlement Technique.
Seules les dimensions et cotes qui ne peuvent pas être modifiées doivent figurer sur la Fiche d'Homologation.

Modification allowed according to the Technical Regulations.
Only the dimensions and readings which may not be changed must be mentioned on the Homologation Form.

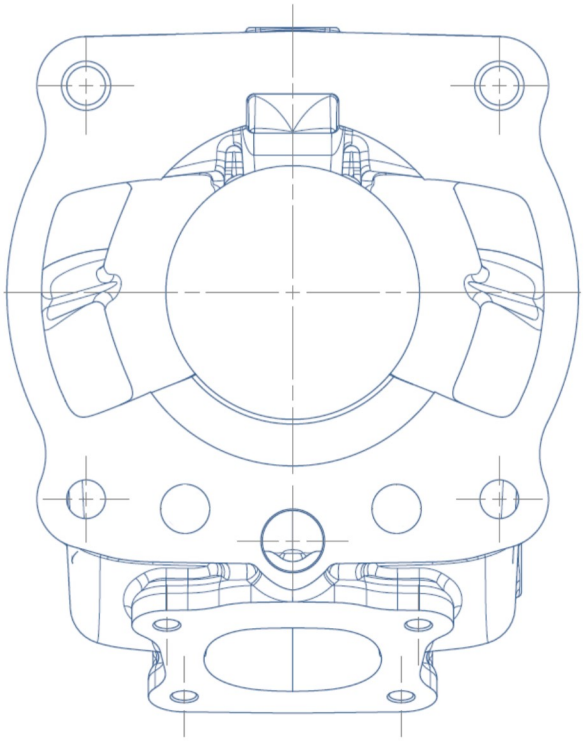
B	ANGLES D'OUVERTURE	B	OPENING ANGLES		
de l'échappement		of the exhaust		selon les règlements	according to the regulations

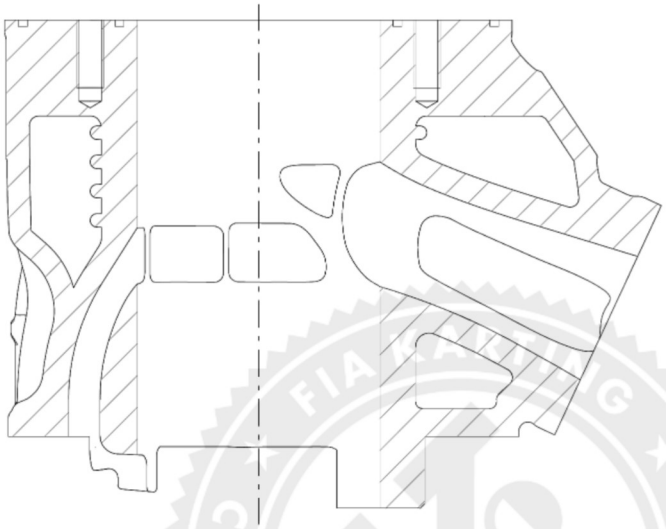
C	MATÉRIAU	C	MATERIAL
Cylindre		Cylinder	ALUMINIUM ALLOY+NICASIL
Culasse		Cylinder head	ALUMINIUM ALLOY
Carter		Sump	ALUMINIUM ALLOY
Bielle		Connecting rod	STEEL

DESSIN DU DÉVELOPPEMENT DU CYLINDRE	DRAWING OF THE CYLINDER DEVELOPMENT

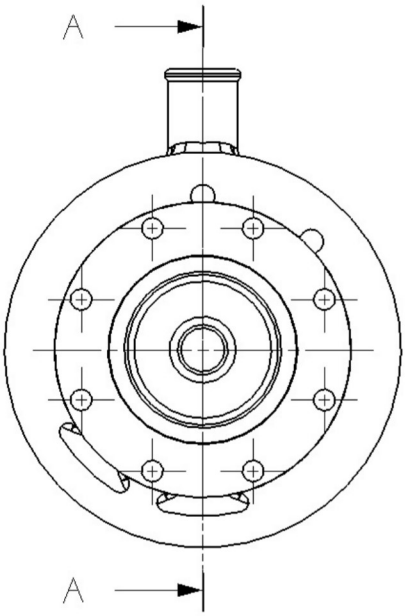


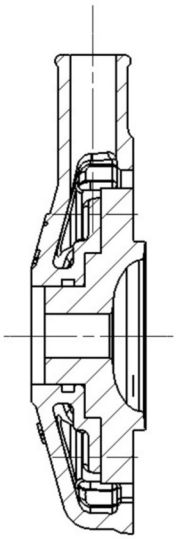
DESSIN DU PIED DU CYLINDRE	DRAWING OF THE CYLINDER BASE	VUE EN SECTION DU CYLINDRE	SECTION VIEW OF CYLINDER





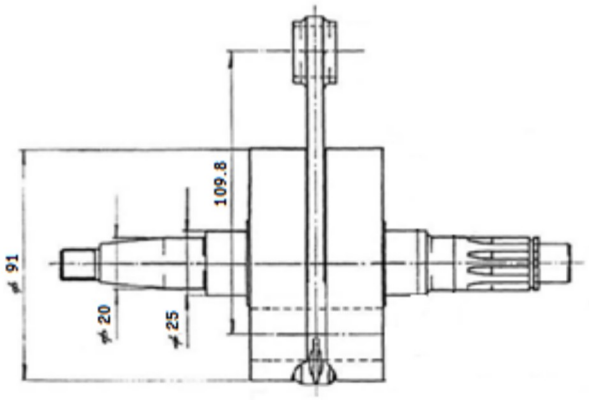
DESSIN DE LA CULASSE ET DE LA CHAMBRE DE COMBUSTION	DRAWING OF THE CYLINDER HEAD AND OF THE COMBUSTION CHAMBER





SECTION A - A

DESSIN DU VILEBREQUIN	DRAWING OF THE CRANKSHAFT	DESSIN INTÉRIEUR DU CARTER	DRAWING OF THE INSIDE OF SUMP



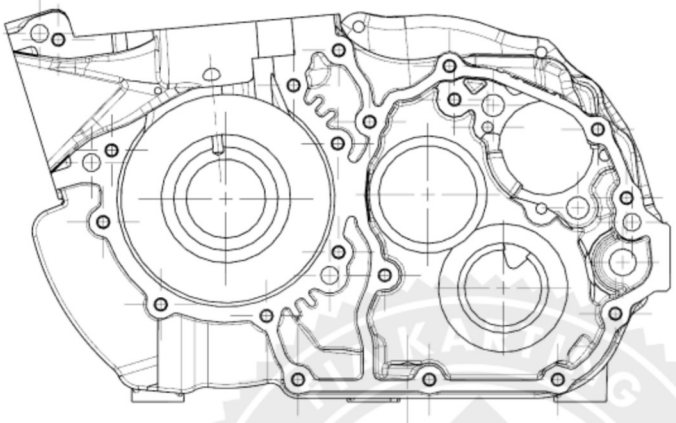


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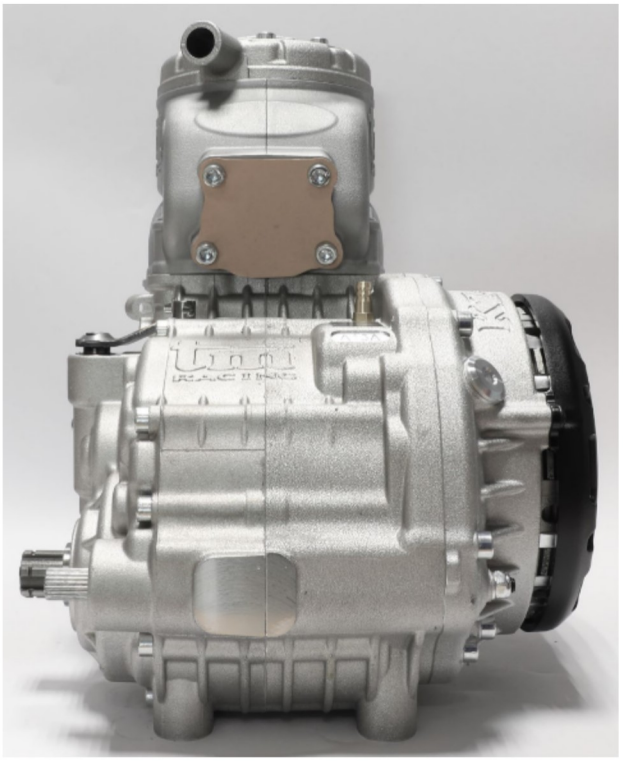
PHOTO DE L'ARRIÈRE DU MOTEUR	PHOTO OF THE BACK OF THE ENGINE	PHOTO DE L'AVANT DU MOTEUR	PHOTO OF THE FRONT OF ENGINE



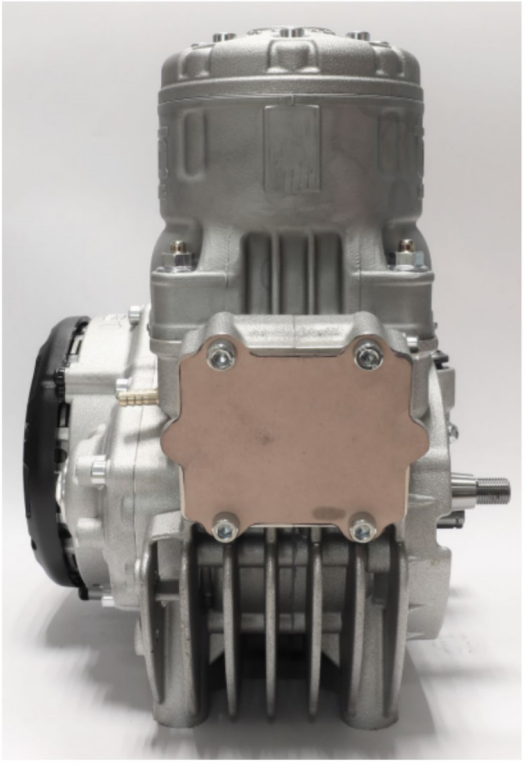
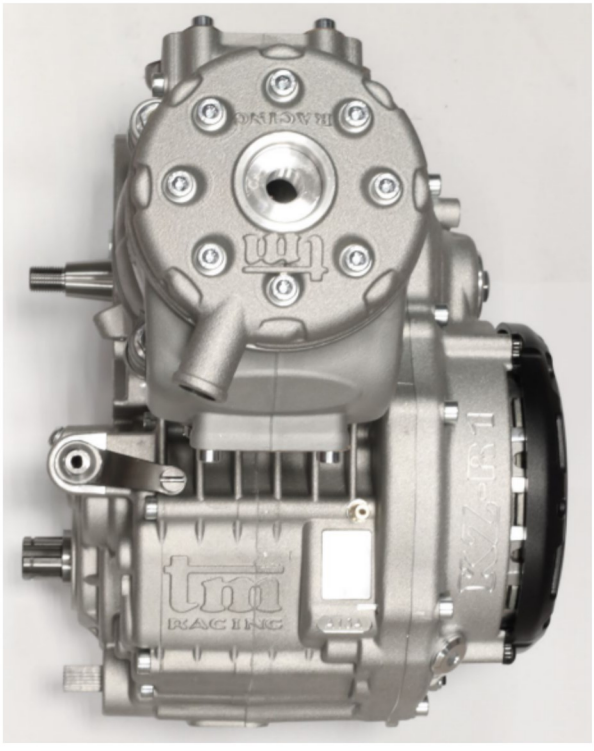


PHOTO DU MOTEUR PARTIE SUPÉRIEURE	*PHOTO OF THE ENGINE TAKEN FROM ABOVE*	PHOTO DU MOTEUR PARTIE INFÉRIEURE	*PHOTO OF THE ENGINE TAKEN FROM BELOW*



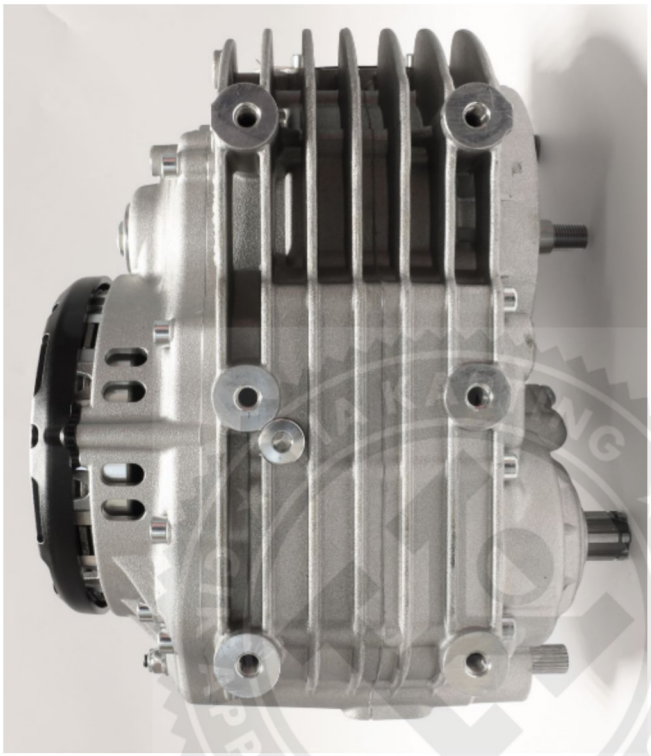


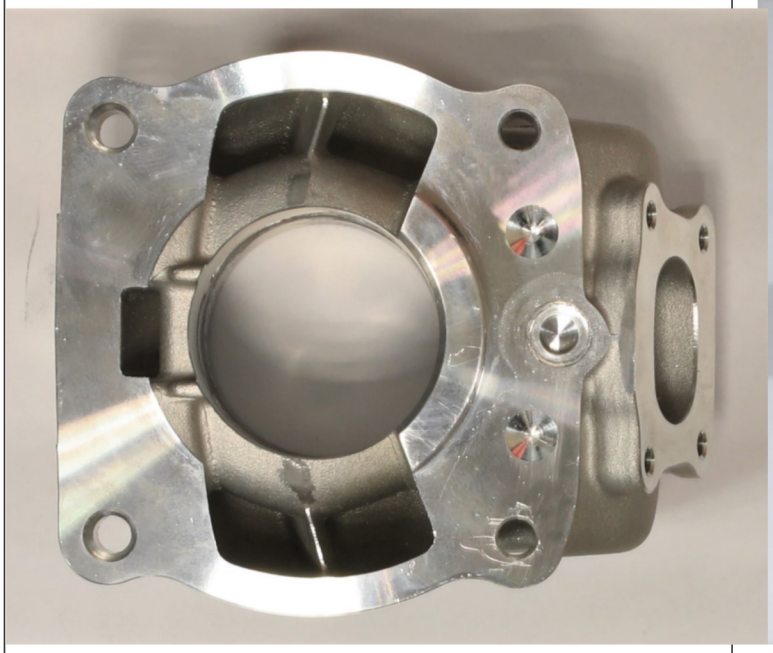
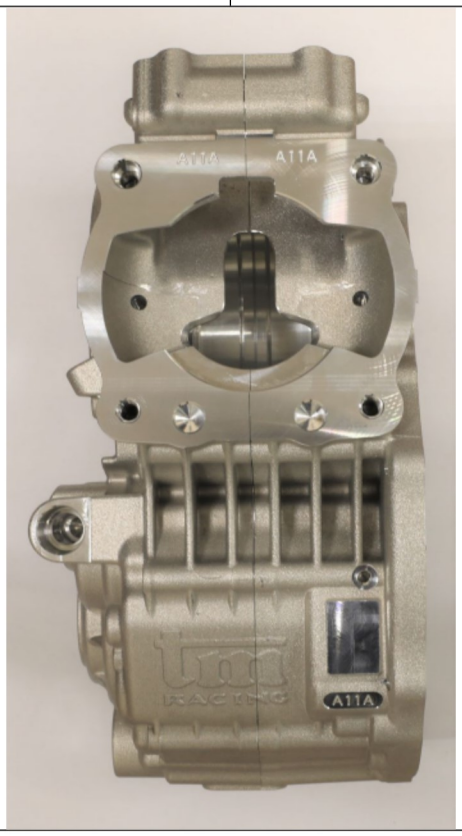
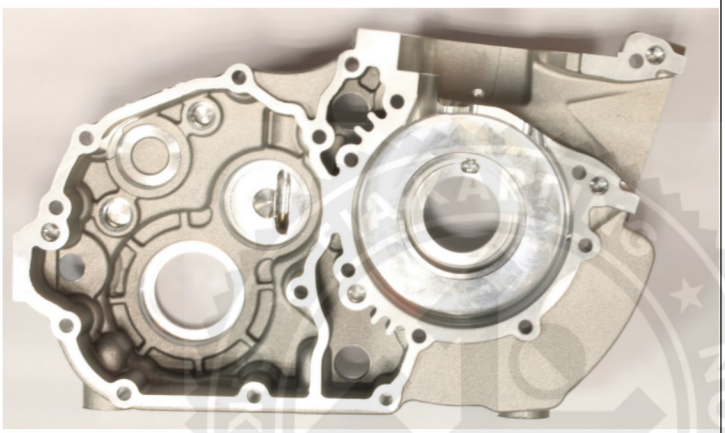
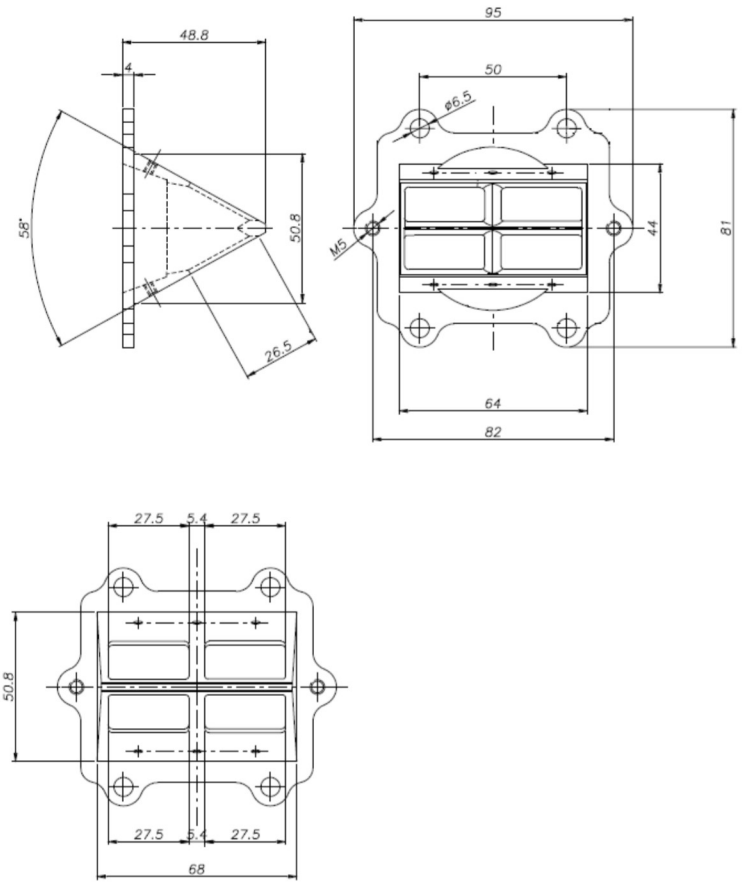
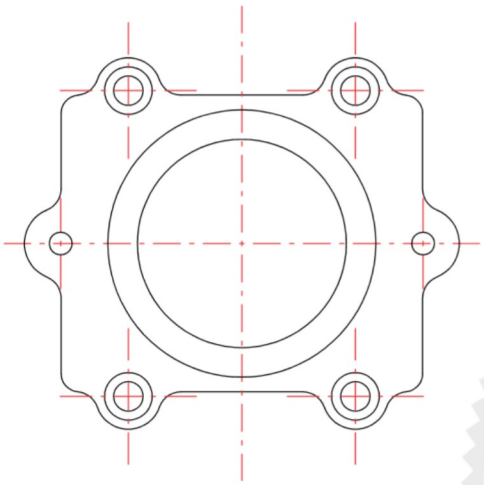
PHOTO DU PIED DU CYLINDRE	PHOTO OF THE BASE OF THE CYLINDER	PHOTO DE LA CHAMBRE DE COMBUSTION	PHOTO OF COMBUSTION CHAMBER
			

PHOTO DU CARTER (CÔTÉ JOINT)	PHOTO OF THE SUMP (GASKET FACE)	PHOTO D'UNE PARTIE INTÉRIEURE DU CARTER	PHOTO OF AN INTERNAL PART OF THE SUMP
			

DESSIN DE LA BOÎTE À CLAPETS	DRAWING OF REED VALVE



DESSIN DU COUVERCLE DE LA BOÎTE À CLAPETS	DRAWING OF REED VALVE COVER



BOÎTE DE VITESSES		GEARBOX	
Couple primaire	Primary coupling	**18 / 71**	
Rapports de boîte de vitesses		Gearbox ratios	
Vitesse Gear	Arbre primaire Primary shaft	Arbre secondaire Secondary shaft	Relevé des valeurs obtenues après trois tours moteur Reading of values obtained after three engine revs
1ère/1st	**13**	**33**	**107,8°**
2e/2nd	**16**	**29**	**151,0°**
3e/3rd	**18**	**27**	**182,4°**
4e/4th	**22**	**27**	**222,9°**
5e/5th	**22**	**23**	**261,7°**
6e/6th	**27**	**25**	**295,5°**

PHOTOS DE L'ÉCHAPPEMENT	PHOTOS OF THE EXHAUST
	

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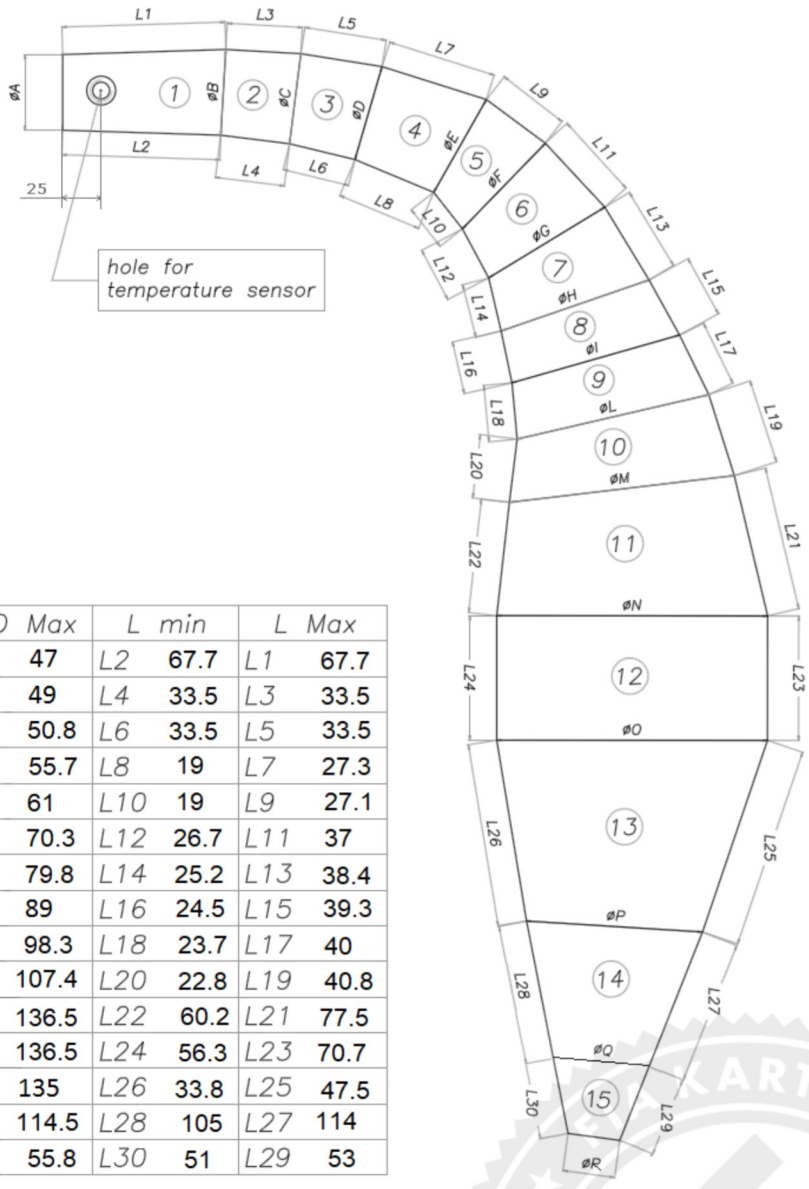
DESCRIPTIONS TECHNIQUES		TECHNICAL DESCRIPTIONS	
Poids en gr	Weight in gr	**1132g**	Minimum
Volume in cm^3	Volume in cc	**4022cm^3**	+/-5 %

DESSINS TECHNIQUES	**TECHNICAL DRAWINGS**
Contenant toutes les informations permettant de construire cet échappement.	Including all the information necessary to build this exhaust.



PARTE	D min		D Max		L min		L Max	
1	øA	44.5	øB	47	L2	67.7	L1	67.7
2	øB	47	øC	49	L4	33.5	L3	33.5
3	øC	49	øD	50.8	L6	33.5	L5	33.5
4	øD	50.8	øE	55.7	L8	19	L7	27.3
5	øE	55.7	øF	61	L10	19	L9	27.1
6	øF	61	øG	70.3	L12	26.7	L11	37
7	øG	70.3	øH	79.8	L14	25.2	L13	38.4
8	øH	79.8	øI	89	L16	24.5	L15	39.3
9	øI	89	øL	98.3	L18	23.7	L17	40
10	øL	98.3	øM	107.4	L20	22.8	L19	40.8
11	øM	107.4	øN	136.5	L22	60.2	L21	77.5
12	øO	135	øN	136.5	L24	56.3	L23	70.7
13	øP	114.5	øO	135	L26	33.8	L25	47.5
14	øQ	55.8	øP	114.5	L28	105	L27	114
15	øR	26.3	øQ	55.8	L30	51	L29	53