



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.

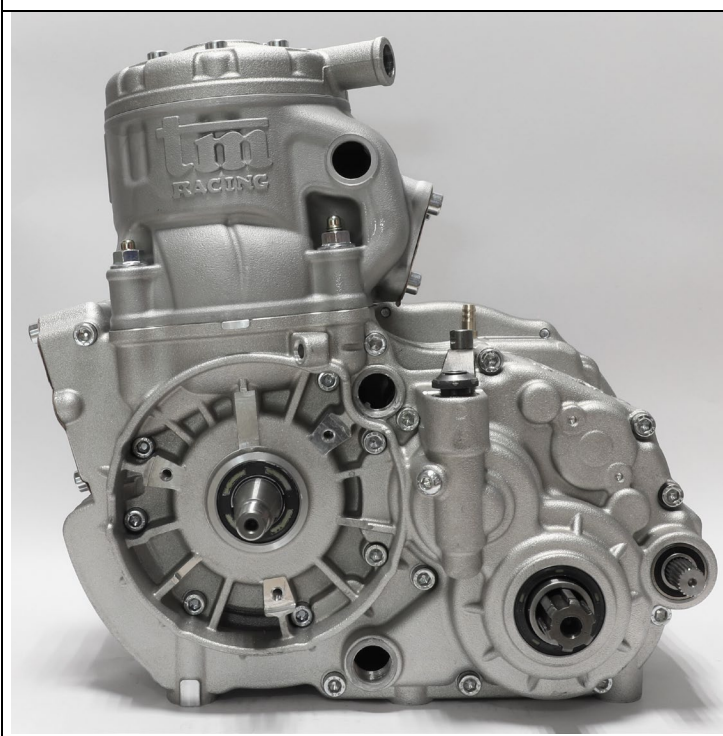


PHOTO DU MOTEUR CÔTÉ PIGNON /
PHOTO OF DRIVE SIDE OF ENGINE



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

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

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



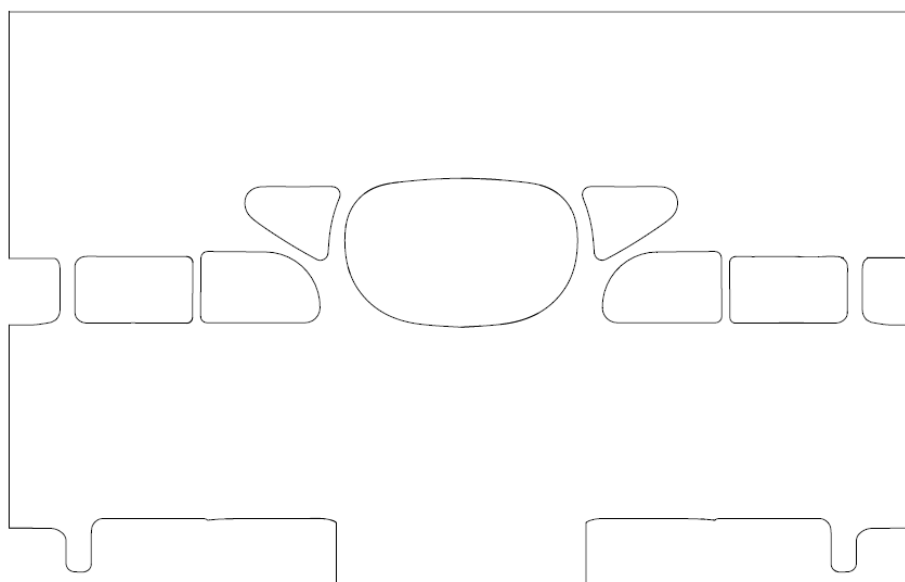
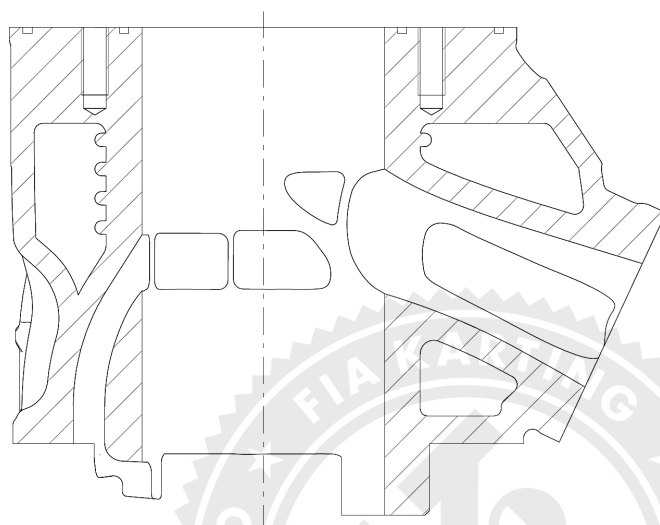
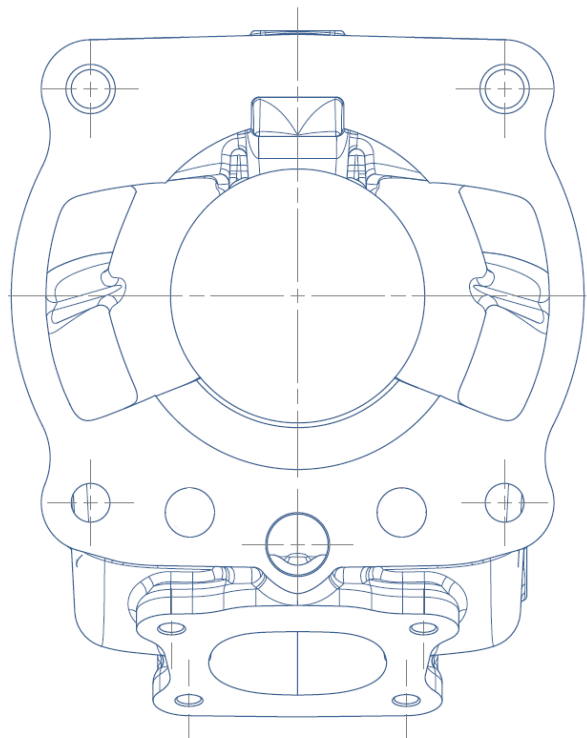
INFORMATIONS TECHNIQUES		TECHNICAL INFORMATION	
A	CARACTÉRISTIQUES	A	CHARACTERISTICS
			Tolérances
Volume du cylindre	Volume of cylinder	124.66 cm³	< 125cm ³
Alésage d'origine	Original Bore	54 mm	
Alésage théorique maximum	Theoretical maximum bore	54.07 mm	
Course	Stroke	54.43 mm	
Système de refroidissement	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

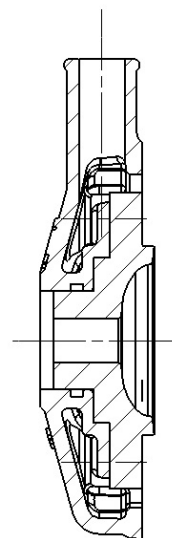
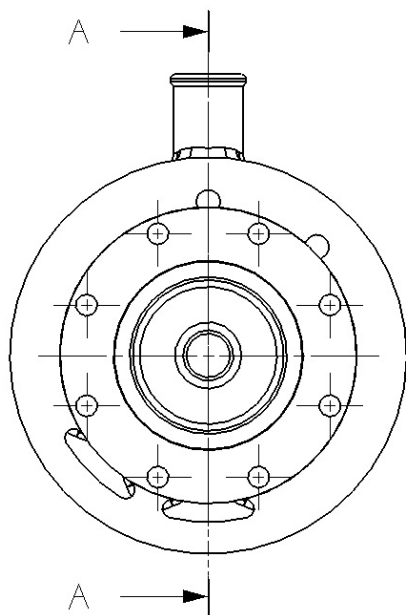
DESSIN DU DÉVELOPPEMENT DU CYLINDRE

DRAWING OF THE CYLINDER DEVELOPMENT

DESSIN DU PIED DU
CYLINDREDRAWING OF THE
CYLINDER BASEVUE EN SECTION DU
CYLINDRESECTION 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

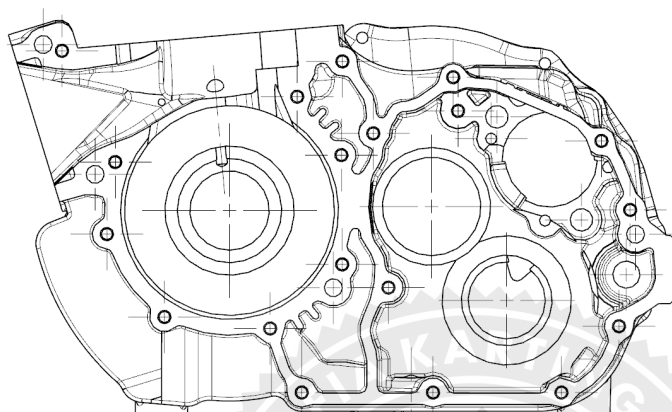
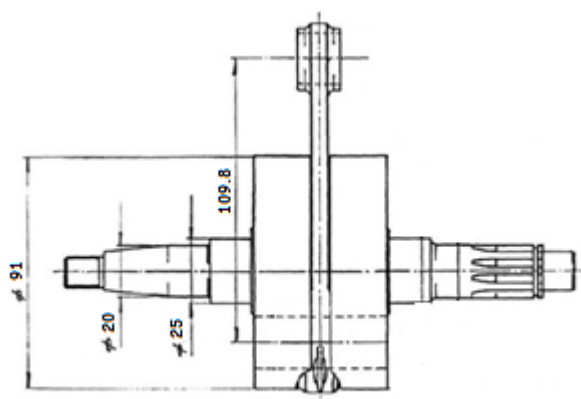


PHOTO DE L'ARRIÈRE
DU MOTEUR

PHOTO OF THE BACK
OF THE ENGINE

PHOTO DE L'AVANT
DU MOTEUR

PHOTO OF THE
FRONT OF ENGINE

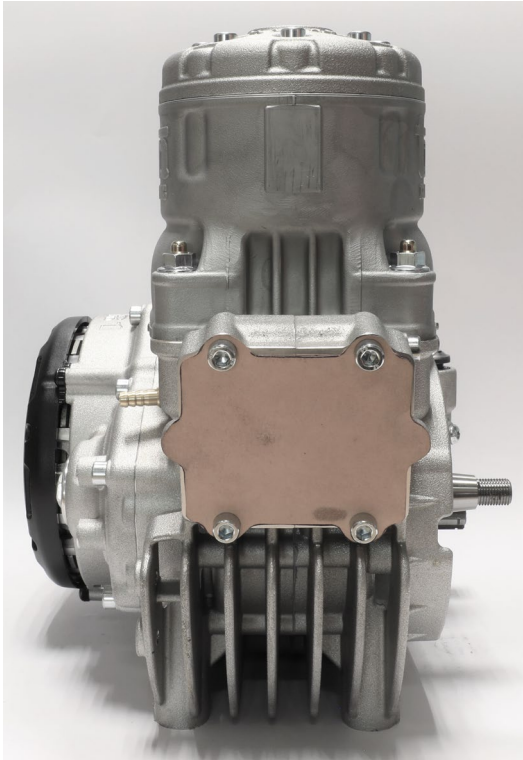
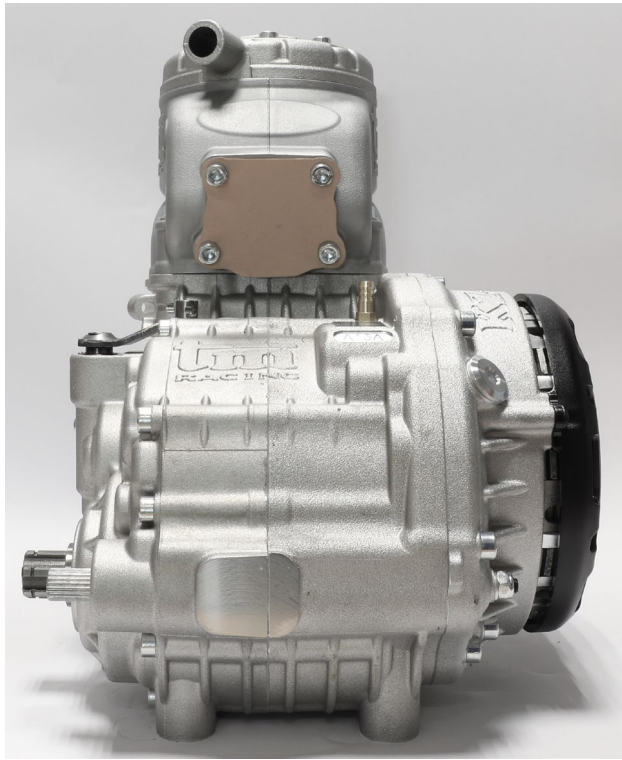


PHOTO DU MOTEUR
PARTIE SUPÉRIEURE

*PHOTO OF THE
ENGINE TAKEN
FROM ABOVE*

PHOTO DU MOTEUR
PARTIE INFÉRIEURE

*PHOTO OF THE
ENGINE TAKEN
FROM BELOW*

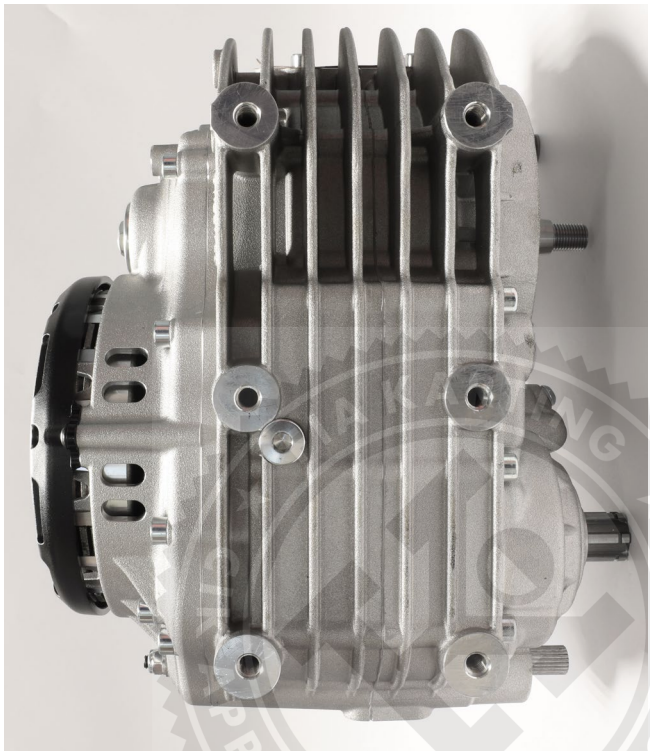
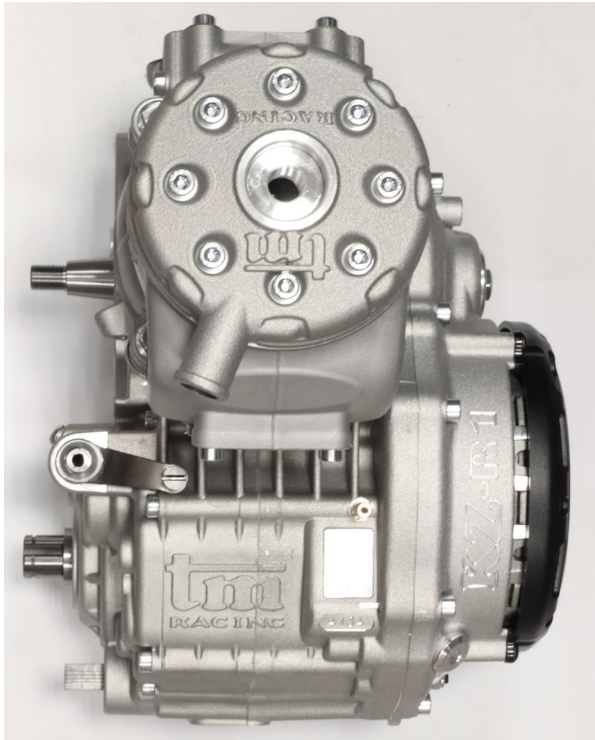
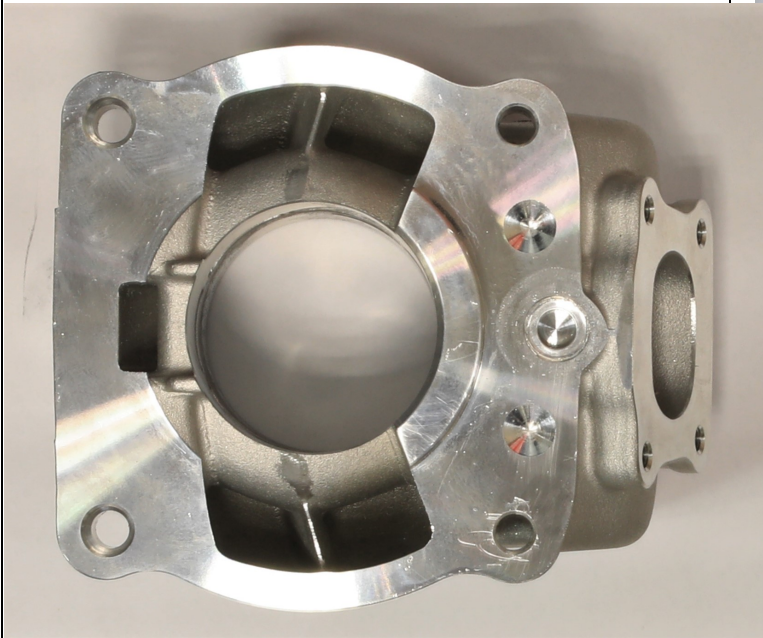
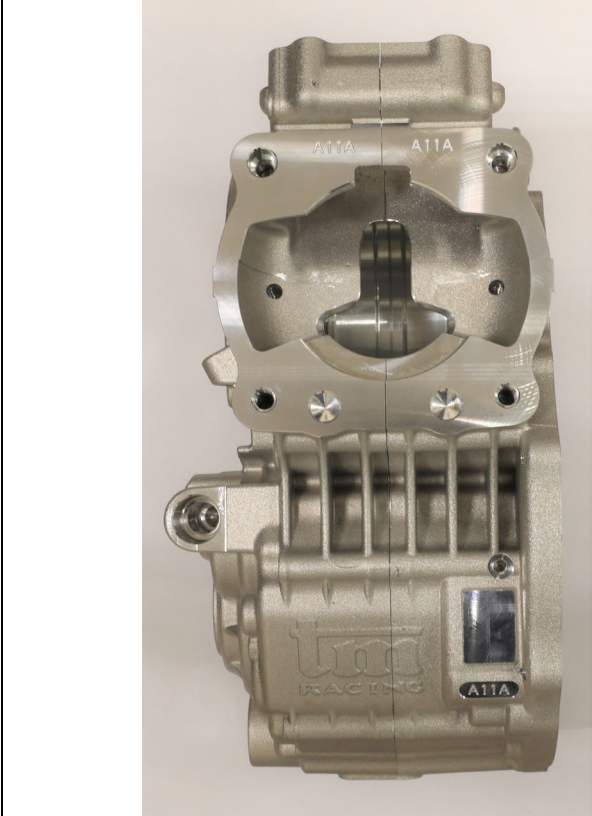
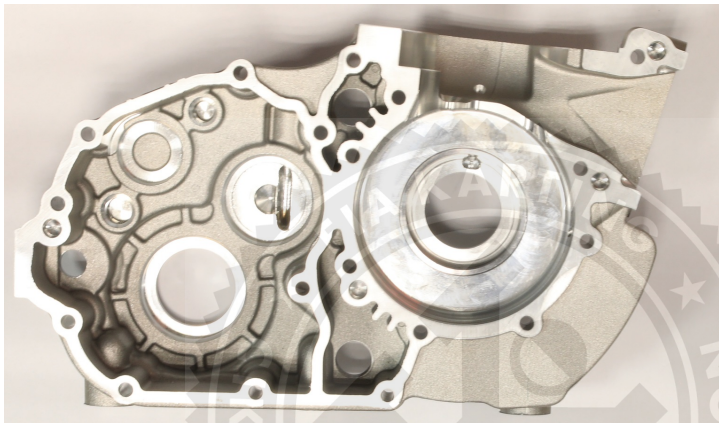
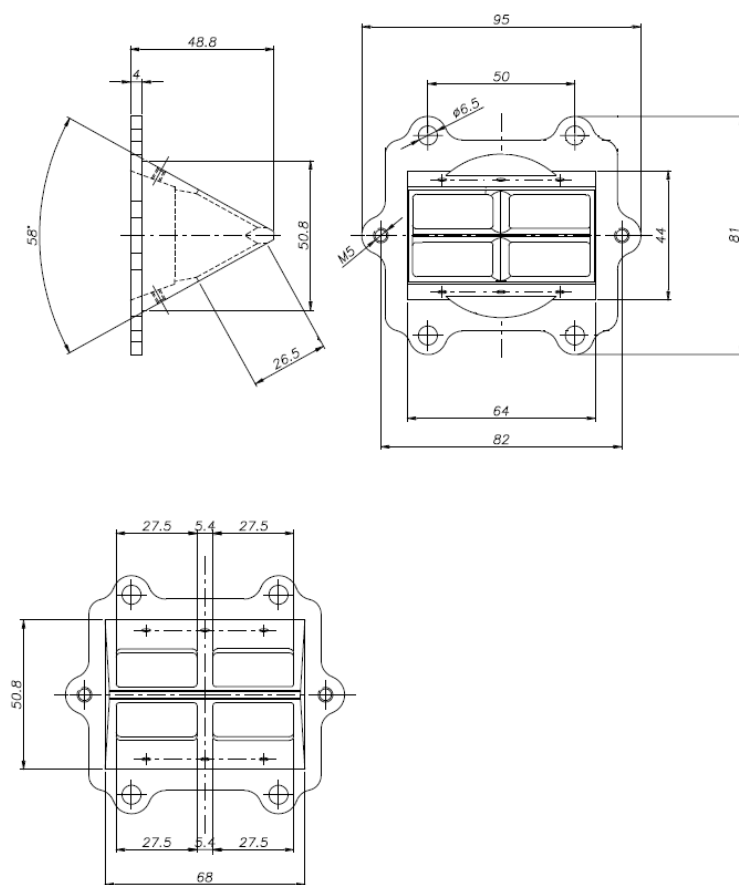


PHOTO DU PIED DU CYLINDRE	PHOTO OF THE BASE OF THE CYLINDER	PHOTO DE LA CHAMBRE DE COMBUSTION	PHOTO OF COMBUSTION CHAMBER
			
PHOTO DU CARTER (CÔTÉ JOINT)	PHOTO OF THE SUMP (GASKET FACE)	PHOTO D'UNE PARTIE INTÉRIEURE DU CARTER	PHOTO OF AN INTERNAL PART OF THE SUMP
			

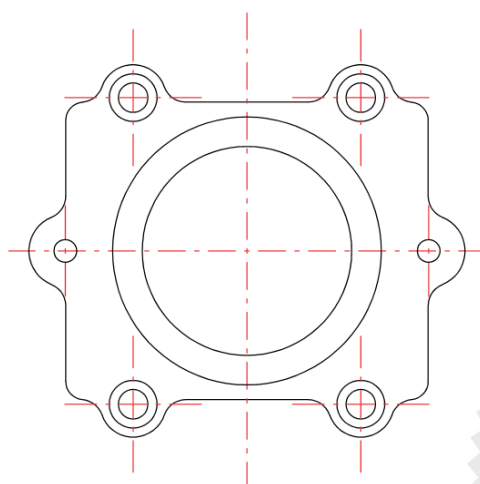
DESSIN DE LA BOÎTE À CLAPETS

DRAWING OF REED VALVE



DESSIN DU COUVERCLE DE LA BOÎTE À CLAPETS

DRAWING OF REED VALVE COVER

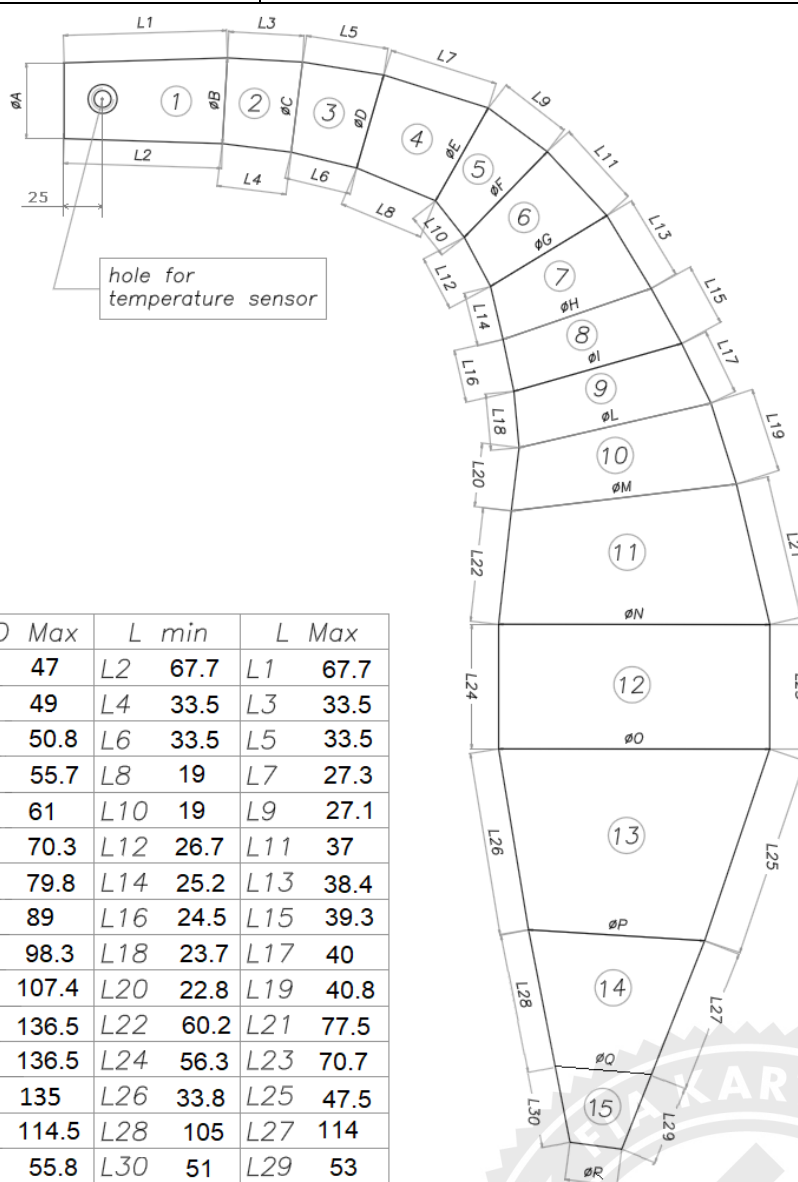


BOÎTE DE VITESSES		GEARBOX	
Couple primaire		Primary coupling	18 / 71
Rapports de boîte de vitesses		Gearbox ratios	
Vitesse	Arbre primaire	Arbre secondaire	Relevé des valeurs obtenues après trois tours moteur
Gear	Primary shaft	Secondary shaft	Reading of values obtained after three engine revs
1 ^{ère}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

PHOTOS DE L'ÉCHAPPEMENT	PHOTOS OF THE EXHAUST
	

DESCRIPTIONS TECHNIQUES		TECHNICAL DESCRIPTIONS	
Poids en gr	Weight in gr	1132g	Minimum
Volume in cm ³	Volume in cc	4022cm³	+/-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