



Engine Tech Sheet TAG™ ICC 125cc Shifter



(Intercontinental C inclusive)

Description: Two cycle, single cylinder, reed intake. Approved makes and models are: CBM L 125/98, CMS Cassani E. 125cc, CRS 125 MF 2, HRT 125 L, Italsistem Seven, KZH 125 ICC 98, Moto TM K8, Pavesi & C Lamellare 98, SGM L 198, and Vortex VL/125.

Combustion chamber volume: 13 cubic centimeters minimum.

Cylinder head requirements: Spark plug, when installed and tightened in the cylinder head, must not protrude into the combustion chamber beyond the upper part of the dome. Spark plug thread may be repaired with a thread insert.

Bore and stroke: Per CIK Homologation Form. Bore diameter may not exceed maximum listed diameter on the Homologation Form. Stroke length must conform to the homologated dimension within +/-0.2mm.

Intake system: Dell'Orto model VHSH 30 only, stock and unmodified. All parts must be original-supplied Dell'Orto VHSH 30 parts. The incorporated fuel filter may be removed, but, if retained, must be original. Venturi bore must be round and 30mm maximum diameter.

Exhaust opening duration: 199 degrees maximum, measured per exhaust opening duration procedure.

Exhaust requirements: Make and dimensions are open. All systems of "power valve" are prohibited.

Port dimension diagram: Per CIK Homologation Form. No addition or deletion of ports.

Ignition system: Must be homologated by CIK. Ignition timing tolerance shall be +/- 2 degrees of the homologated specification. Spark plug - Make and model is open, subject to the following restrictions: Thread type – M14 x 1.25. Length from sealing shoulder to end of thread – 18.5mm nominal.

Piston requirements: Open.

Engine homologation 2016 - 2024

http://www.cikfia.com/fileadmin/content/REGULATIONS/Homologations/Homologated%20Equipment/Homol-materiel-2016_Web_updated_01.pdf

Engine Homologation 2013 - 2021

http://www.cikfia.com/fileadmin/content/REGULATIONS/Homologations/Homologated%20Equipment/Homol-materiel-2013_WEB.pdf

Article 12

Specific Regulations for KZ2 & KZ1

* Power unit: it must not be possible to dissociate the engine from the gearbox. Engine case must be made of only 2 parts (vertical or horizontal). Only inserts for crankshaft bearings and ring elements (drilled holes, dowels) are authorised.

Water cooled single-cylinder engine with reed-valve intake, one circuit only, homologated by the CIK-FIA.

* Maximum cylinder cubic capacity: 125 cc.

* Reed-valve box (dimensions and drawing) according to the Homologation Form. Reed-valve box cover: free.

* Carburettor made of aluminium, with a venturi type diffuser with a maximum diameter of 30 mm round. For the CIK-FIA Championship, Cups and Trophies, a single carburettor supplier will be designated further to an invitation to tender. The carburettor must remain strictly original. The only settings allowed may be made to: the slide, the needle, the jets, the jet chamber, the needle shaft (spray), the jets and the needle kit, subject to all the interchanged parts being of Dell'Orto origine. The incorporated petrol filter and the plate (part No. 28 on the technical drawing No. 7 appended) may be removed; if they are kept, they must be original.

* Gearbox: homologated by the CIK-FIA (including the primary torque). Minimum 3 and maximum 6 ratios. Check of the ratios using a graduated disc with a minimum diameter of 200 mm or a digital coder; the degree decimals given on the Homologation Form must be mentioned in tenths of degrees and not in minutes. For the homologation of the gearbox, the Manufacturer(s) and the model and type must appear on the Homologation Form.

* In KZ2: hand-operated and exclusively mechanical gearbox control without a servo system. Any system of ignition cutting is forbidden.

* In KZ1: hand-operated or electro-mechanical gearbox control.

* Total exhaust opening angle of 199° maximum, irrespective of the value indicated on the homologation form (to be read with a graduated circle of a minimum diameter of 200 mm or with a digital device).

* Volume of the combustion chamber: 11 cc minimum, measured in accordance with the method described in Appendix No. 1a.

* Spark plug: free make (mass-produced and strictly original). The body of the spark plug (electrodes not included), tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber.

* Dimensions of the threaded spark-plug housing- length: 18.5 mm; pitch: M 14 x 1.25.

* Identifications: machined at spaces of 30 mm x 20 mm for the attachment of the specific identification stickers:

- at the front of the cylinder,

- on the upper part of the reed box housing for the half sumps.

* It is allowed to add a mass to the ignition rotor; it shall be fixed by at least 2 screws, without any modification to the homologated rotor. * Exhaust: homologated and the magnetic steel sheet metal thickness of which must be 0.75 mm minimum.

* Exhaust silencer: homologated, mandatory use. Fitting of the exhaust and silencer according to the Technical Drawing No. 20.