

## KARTSPORT NEW ZEALAND MANUAL

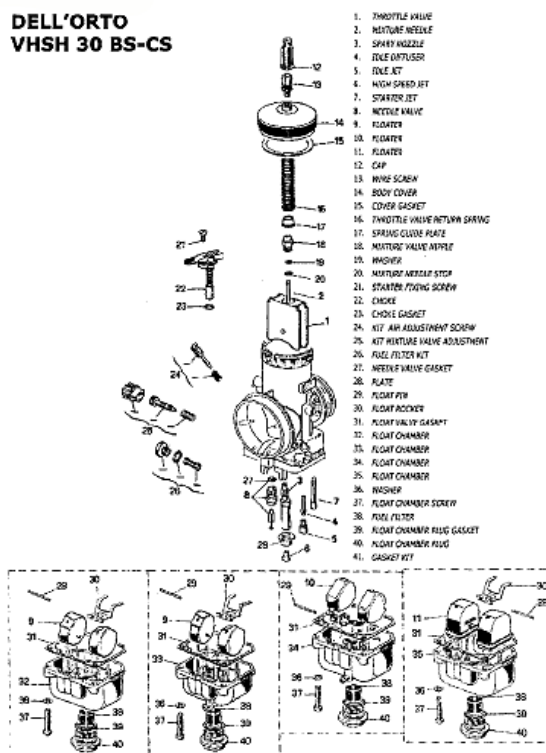
### SECTION N – SPECIFICATIONS

#### RULE – N6 KZ2

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#### N6 KZ2

- N6.1 POWER UNIT:** The original parts of the homologated engine must always comply with and be similar to the photographs, drawings and physical dimensions described on the homologation form. It must not be possible to dissociate the engine from the gearbox. Engine case divided into only 2 parts (vertical and horizontal).
- N6.2** Water-cooled single-cylinder engine with reed-valve intake, one circuit only, homologated by the CIK.
- N6.3** Maximum cylinder cubic capacity: 125 cc.
- N6.4** Reed-valve box (dimensions and drawing) as per the Homologation Form. Reed-valve cover: free.
- N6.5 CARBURETTOR:** Must be the Dellorto VSHS 30. Maximum venturi diameter 30 mm (no tolerance allowed). The carburettor must remain strictly original. The only settings allowed may be made to: the slide, the needle, the floaters, the float chamber, the needle shaft (spray), the jets and the needle kit, subject to all the interchanged parts being original Dellorto parts. The incorporated fuel filter and the plate (part #28 on the drawing on the following page) may be removed; if they are kept, they must be original.



- N6.6 GEARBOX:** Homologated by the CIK (including the primary torque). Minimum 3 and maximum 6 ratios. Check of the ratios using a graduated disc with a minimum diameter of 200mm or a digital device (Choice of method at the discretion of the Technical Officer.); degree decimals given on the Homologation Form must be mentioned in tenths of degrees and not in minutes. For homologation of the gearbox, the Manufacturer(s) and the model and type must appear on the Homologation Form.
- N6.7** Mechanical gearbox control without servo system. Any system of ignition cutting is forbidden.
- N6.8** Total exhaust-opening angle: 199 degrees maximum, irrespective of the value indicated on the Homologation Form. To be measured in accordance with the method described in Technical Procedure M7.
- N6.9 COMBUSTION CHAMBER:** The combustion chamber volume shall be a minimum of 13cc. This is measured as per Rule M5.
- N6.10 IGNITION ROTOR:** It is allowed to add a mass to the ignition rotor; it shall be fixed by at least two screws, without any modification to the homologated rotor.
- N6.11 EXHAUST:** Homologated (see Supplement to Homologation Form). The magnetic steel sheet metal thickness must be 0.75mm minimum. It is the competitor's responsibility to supply legible printed A4 copies of the Homologation Form for the exhaust.
- N6.12 ENGINE SEALING:** The engine must be able to be sealed to the satisfaction of the Technical Officer.
- N6.13 EXHAUST SILENCER:** An Exhaust Silencer homologated by the CIK-FIA must be used and fitted in accordance with CIK-FIA regulations/drawings. All components must be present and in sound condition. It is the competitor's responsibility to supply legible printed A4 copies of the Homologation Form for the Exhaust Silencer.

DESSIN TECHNIQUE N° 20

TECHNICAL DRAWING No. 20

Emmencement échappement et silencieux

Fitting of the exhaust and silencer

