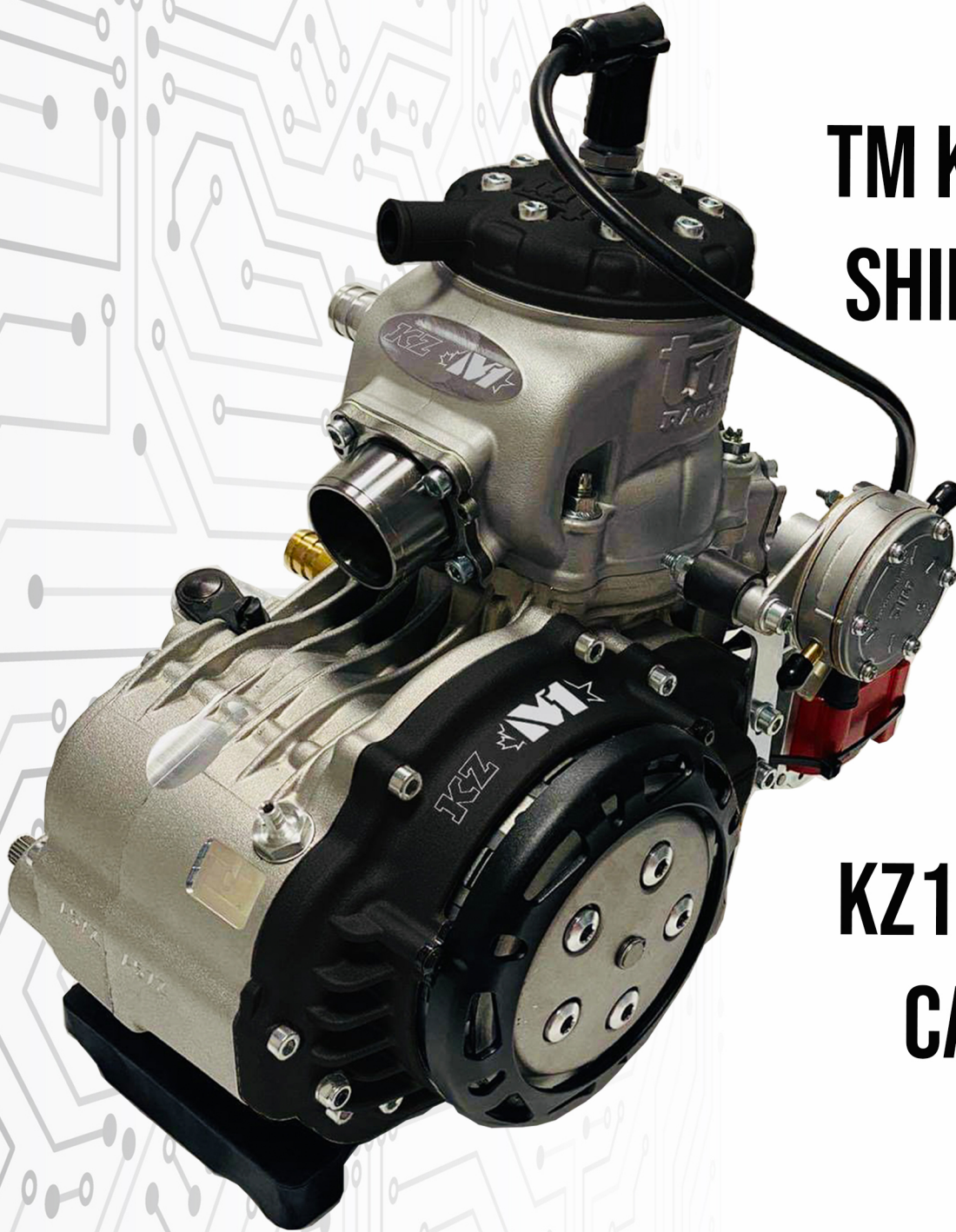


CANADIAN TECHNICAL REGULATIONS

TM KZ-M1 135CC SHIFTER ENGINE



KZ1, KZ MASTER CATEGORIES

Version : April 20, 2021



CONTENU

1	<i>CATEGORIES SHIFTER KZ-M1 135CC</i>	3
1.1	CATEGORY KZ1	3
1.2	CATEGORY KZ MASTER	3
2	<i>WEIGHT</i>	3
3	<i>ENGINE TM KZ-M1 134cc</i>	3
3.1	ENGINE	3
3.2	HEAD.....	3
3.3	CYLINDER	4
3.4	PISTON.....	4
3.5	PISTON RING	4
3.6	PISTON PIN	4
3.7	CONNECTING ROD AND CRANK	4
3.8	TRANSMISSION	4
3.9	CLUTCH	5
3.10	ENGINE BASE.....	5
3.11	CLUTCH ENGINE CASING.....	5
3.12	REED INTAKE	5
3.13	REED PETAL	5
3.14	CARBURATEUR	5
3.15	GAS PUMP	5
3.16	GAS AND OIL	5
3.17	AIR BOX AND FILTER.....	5
3.18	IGNITION.....	5
3.19	STATOR	6
3.20	EXHAUST	6
3.21	EXHAUST FLANGE.....	6
3.22	SILENCER.....	7
3.23	COOLING	7
4	<i>ENGINE CLAIM</i>	7
4.1	PROCEDURE	7

1 CATEGORIES SHIFTER KZ-M1 135CC

1.1 CATEGORY KZ1

Category reserved for drivers 15 years of age and older (driver needs to be 15 years of age in the current year of the event), in the case of drivers who do not comply with the above, they must have written authorization from the ASN for a waiver.

1.2 CATEGORY KZ MASTER

Category is reserved for drivers over 30 years of age and older. If the driver is under 30 years of age and over 25 years of age and has a body weight of more than 200 lbs (in shorts and shirt, without shoes), he can participate in this category with the written permission of the ASN.

2 WEIGHT

CATEGORIES	WEIGHT
KZ1	385LBS
KZ MASTER	405LBS

3 ENGINE TM KZ-M1 135cc

3.1 ENGINE

TM KZ-M1 135cc 6 speed, bore 56mm, stroke 54.43mm, water cooled.

3.2 HEAD

OEM original for TM KZ-M1 135cc without any change in its shape and volume.

The squish must be measured between the piston and the head. The minimum squish is 1mm.

The head should be checked by a template (#02558.14) with the manufacturer's specifications, in case the head does not match the template it will be motif for disqualification.

In case of visual controversy, we will measure the CC with the head disassembled and a new spark plug, with the following procedure: with a burette on a marble and mystery oil the head must be measured in cubic volume greater than 11.20 CC. If less than 11.20 CC, there must be a seizure of the part.

Original OEM TM-KZ-M1 o'ring only (#12070).

Any modification that is detected visually will be motif for disqualification.



3.3 CYLINDER

Original OEM TM-KZ-M1 without any change in size, machining, scratching, cutting, polishing or adding any material or modification inside or outside. The length of the sleeve TM-KZ-M1 must be 92.5 mm +/- 0.05 mm and an interior diameter of 55.97 mm +/- 0.05 mm. Any fault at this stage must be motif for disqualification.

3.4 PISTON

Original OEM TM-KZ-M1 (piston diameter 55.92, 55.93, 55.94 mm). Machining, or a treatment of the piston, is not allowed. The technical director can have authorized samples for comparison purposes. (#10116)



3.5 PISTON RING

Original OEM TM-KZ-M1, sanding between the two ends of the ring is allowed to maintain the gap. The manufacturer suggestion is 0.40 mm to 0.45 mm for a new ring. (#11065)

3.6 PISTON PIN

Original OEM TM-KZ-M1, no modification allowed, the piston pin length is 45.23 mm +/- 0.05 mm and an external diameter of 14.96 mm and a weight of 31.27 grams. (#09000)

3.7 CONNECTING ROD AND CRANK

Original OEM TM-KZ-M1, no modification allowed. Length of the rod between axis 109.8mm (#18287 crank) (#18149 connection rod)



3.8 TRANSMISSION

Original OEM TM-KZ-M1, 6 speeds and without any modification or processing in its components.

Primary coupling: 20/75

GEAR	PRIMARY SHAFT	SECONDARY SHAFT
1 st	13	33
2 nd	16	29
3 rd	18	27
4 th	22	27
5 th	22	23
6 th	27	25

3.9 CLUTCH

OEM TM-KZ-M1, without any modification or addition of hardware, it is not allowed to remove one or more plates or discs, the clutch springs must be original OEM TM-KZ-M1.

3.10 ENGINE BASE

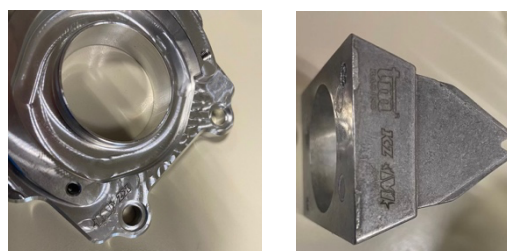
OEM TM-KZ-M1 without any modifications or machining inside or outside.

3.11 CLUTCH ENGINE CASING

OEM TM-KZ-M1 without any modifications or machining inside or outside, original color and texture only.

3.12 REED INTAKE

OEM TM-KZ-M1 only, without any modifications. (#13059)



3.13 REED PETAL

OEM TM -KZ-M1, 2 carbon reed petal with a thickness of 0.34 mm +/- 0.01 mm, without any polishing or aggregated modification of the material, with an inner diameter of casing in its aluminum part of up to 35.10 mm. (#20049.1 and #20049.2)

3.14 CARBURATEUR

OEM Dellorto VHSH 34mm without any polishing or modification in its parts. And with an interior ventilation measurement of the carburetor of up to 34.05 mm. Slide 50, K28 needle, emulsion tube 267, 268, 269, inner pilot jet 60, carburetor floats 4 g, needle seat needs to be 350.

3.15 GAS PUMP

Mikuni must be pulse-only. (#24202)

3.16 GAS AND OIL

Gas and oil is free to driver choice.

3.17 AIR BOX AND FILTER

It is mandatory to use the KG NITRO airbox with all of its original components.

3.18 IGNITION

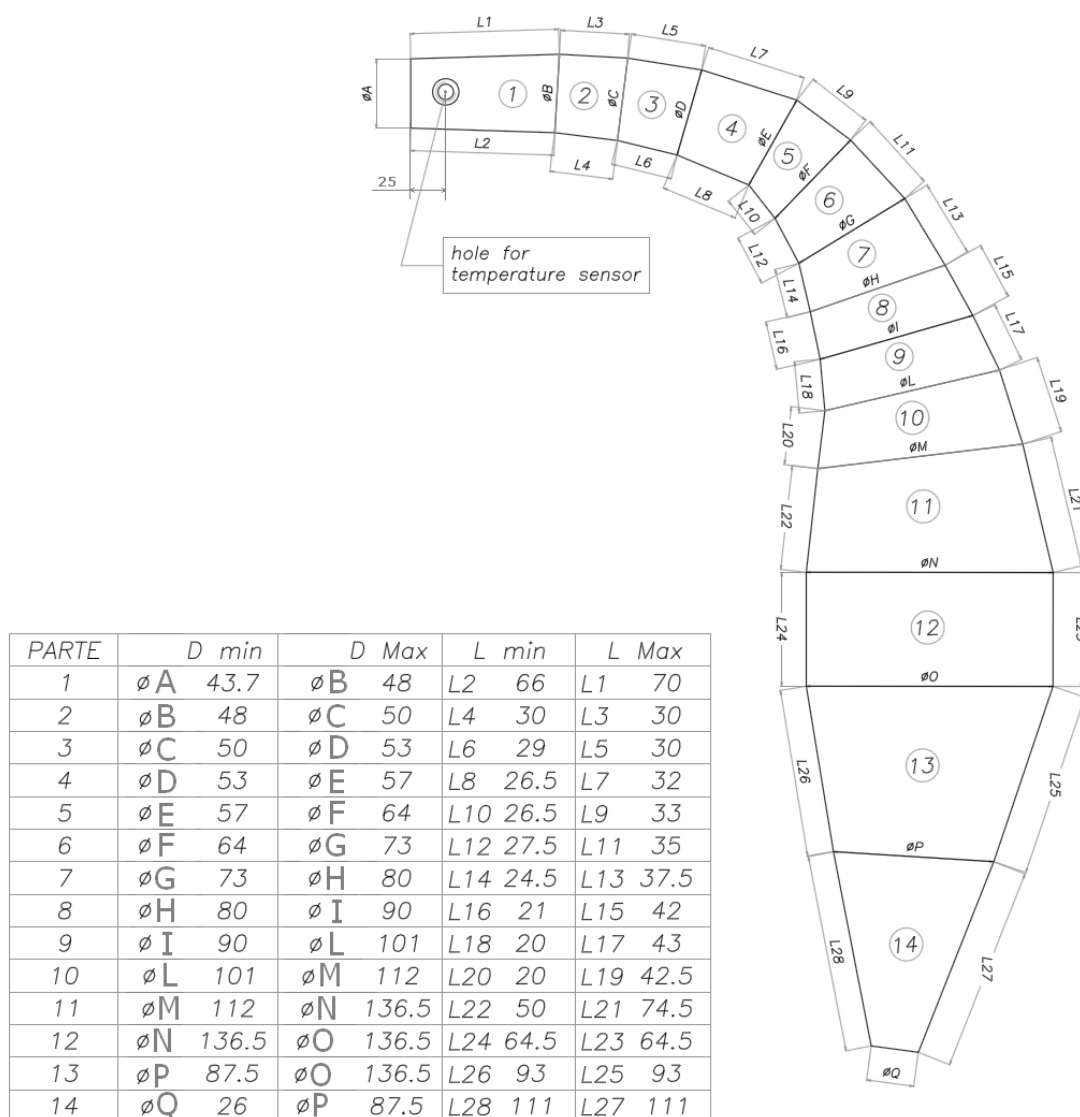
OEM TM-KZ-M1 with no modification allowed (#15149)

3.19 STATOR

OEM TM-KZ-M1. Only the original stator is allowed. (#15150) PVL Ident-NR 1002. No modifications or machining inside or outside the stator plate is to be permitted.

3.20 EXHAUST

OEM TM-KZ-M1. Only the original exhaust is allowed. (#27273)



3.21 EXHAUST FLANGE

OEM TM-KZ-M1. The length of the flange should be 30.50 mm and have an internal measurement of 39.1 mm. (#13114)

3.22 SILENCER

Only the original ELTO TD3 silencer is allowed. (#27070.39)

3.23 COOLING

Only tap water or distilled water is allowed in the radiator.

NOTE: The technical director may use any new parts at any time for comparison with the competitor's part to determine its legality.

4 ENGINE CLAIM

4.1 PROCEDURE

Any competitor (driver in the same category only) can claim the engine from another competitor under the following conditions:

The competitor wishing to claim must do so in writing to the owner of the claimed engine before the end of the final race and must have deposited the amount provided to the 3-C line in cash to the commissioner and his written claim subject to what is described below:

1. A) The claimed engine will be marked and photographed for identification and must be used at least two Championship events to which it has been claimed during the year, in case the claim is at the last event of the year, it must be presented to at least two events of the following year in the same championship.
2. B) The claimed engine must pass the technical inspection. (This does not guarantee that the engine will pass a technical inspection in the future), the above must be reported to the complainant.
3. C) The complainant driver must pay the driver of the claimed engine \$6,495.00 +tx in cash.
4. D) The claimed engine must be delivered to the complaining driver under the supervision of the technical director.
5. E) This is included with the OEM TM-KZ-M1 engine: engine, carburetor with all its components (cap, needle, slide, floats, emulsifier, etc.), OEM TM-KZ-M1 exhaust, silencer OEM TM-KZ-M1, spark plug front gear, gas pump with its support, and the 'G-Arm'.

Failure to deliver the claimed engine to the complaining driver will result in the loss of points (zero points) and all prizes from the date the claim took place.