



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 VSH 30 only, stock and unmodified. All parts must be original-supplied Dell'Orto VSH 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.

Connecting rod requirements: Per CIK Homologation Form in material and +/-0.2mm in length, centerline to centerline.