



Engine Tech Sheet TAG™ ICC 125cc Shifter



(Intercontinental C inclusive) Must have Homologation sheet / spec for the engine being used for tech (This is the drivers responsibility)

Description: Two cycle, single cylinder, reed intake. Approved makes and models are: All 2016 – 2020 CIK approved engines as well as 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. 13.4cc w/ LAD Tool

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.

Transmission: Must be as homologated by CIK, with a minimum of three ratios and maximum of six ratios. Mechanical, unassisted shift only. Ignition kill shifters are prohibited.

Additional requirements: The original parts of the engine must always comply with and be similar to the photographs, drawings and physical dimensions described on the CIK Homologation Form, as supplied with the engine. The competitor is responsible to produce the CIK Homologation Form upon request by the technical inspector. Internal modifications – subject to the restrictions previously defined on this sheet, modifications are allowed to any internal element of the engine.

Carburetor: DellOrto 30.08mm

Airboxes: Any current or previously homologated CIK air box is allowed. Two 29 mm tubes.

Exhaust pipe: Must be a current or previous homologation for the brand of motor upon which it is being used.

Exhaust Silencer: Must meet CIK dimensional specifications and must meet local noise specifications