

Technical Rule Interpretation

No. TRI –15-04

IAME KA100 Carburettor - Pulse Hole

FOR DISTRIBUTION TO ALL TECHNICAL OFFICIALS AND KA100 OWNERS

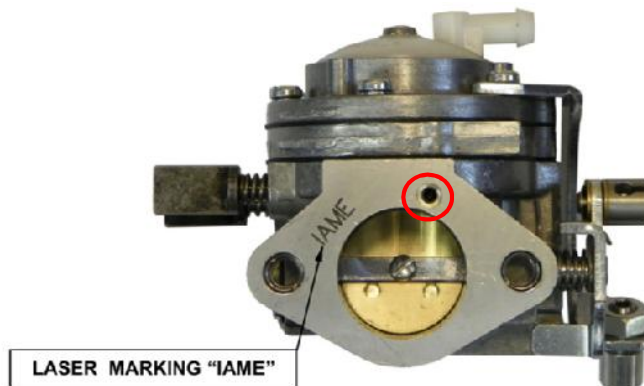
Date: 15 January 2015

Procedure Number	TRI - 15-04	Reviewed By Director	Technical
Drafted By	CEO		
Version	V1 - 15 01 2015		
Implementation Date	Immediate		

Background

The homologation papers for the IAME KA 100 engine show the following image of the carburettor on page 28. Note that the Pulse hole (circled in red) is chamfered. The Pulse hole on all KA100 engines is meant to be chamfered.

The chamfering of the Pulse Hole is meant to be machined by the distributor prior to the engines being distributed.



Karting Australia has become aware that some of the carburettors that have been distributed have not had the chamfer applied to the Pulse hole.

There is no performance gained by Competitors who have carburettors without the chamfer. In fact to the contrary, the performance of the engine will be more consistent with the chamfer in place.

ALL NON-CHAMFERED PULSE HOLES MUST BE RECTIFIED TO ENSURE COMPLIANCE WITH THE HOMOLOGATION AND TO GUARANTEE CONSISTENTLY HIGH PERFORMANCE OF YOUR ENGINES.

KA Rules

The Rules related to the KA100 engine prescribe that the Carburettor “**must be in accordance with the Homologation**”.



Procedure

Owners

1. If you are the owner of a KA100 engine you should check your carburettor to determine if the Pulse hole has been chamfered.
 - a. If it has been chamfered, you do not need to do anything.
 - b. If it has not been chamfered, you **must have the Pulse Hole chamfered**. (Go to point 2.)
2. To chamfer the Pulse hole you should either:
 - a. Take the carburettor back to the kart shop where you purchased the engine and have it chamfered by them (they will know what to do); or
 - b. Take the carburettor back to Remo Racing Pty Ltd to allow them to chamfer it.

Note: We strongly recommend that you do not do this yourself but that you get the kart engine specialist that sold the engine to you to do the job for you.

KA requires that all KA100 carburetors be brought into compliance with the homologation by no later than 28 February.

Important Note for Technical Inspectors

If during the course of inspecting any KA100 engines you come across a carburettor that does not have a chamfered Pulse hole you should do the following:

1. Advise the Competitor that the Pulse hole needs to be chamfered in accordance with point 2 above.
2. Note the carburettor as being an item of minor non-compliance in accordance with:
Technical Rule, Chapter 6 Rule 4

Note: A “minor non-compliance” allows the Competitor to continue to compete in the Meeting while informing them that there is a technical matter requiring rectification before the next Race Meeting.

Distribution To

Technical Co-Ordinators for distribution to all Officials
Remo Racing for distribution to all KA100 resellers and their customers
KA Board
State Secretaries
National Office

Kelvin O'Reilly
CEO