



NORGES BILSPORTFORBUND

HOMOLOGERINGS DOKUMENT CRS A1

Homologeringsnr.
NBF-07/M/14

Utgave 01/2010

| | | |
|----------------------|------------------------------------|--------------|
| Produsent | C.R.S S.P.A | |
| Merke | CRS | |
| Modell | A1 | |
| Homologeringsperiode | 1. Januar 2010 - 31. Desember 2014 | 9 Sider (+1) |

TAG RACING INTERNATIONAL

C.R.S. SRL
Via dell' Artigianato 9
S. Angelo in Lizzola (PU)
Italy

| |
|----------|
| Engine # |
|----------|

| | |
|-----------------|-------------------|
| Manufacturer | C.R.S. SRL |
| Make | CRS |
| Model | A1 |
| Inlet type | TAG |
| Number of pages | 9 |

PICTURE OF ENGINE



Signature and Stamp

| | |
|----------|--|
| | |
| Importer | FIRST KART NORTH AMERICA INC. 295 SOUTHGATE DR. UNIT#6 GUELF N1G 3M ONTARIO – CANADA- TEL. + 1 5198244343 – FAX. +1 519 8247977 e-mail : Tony@firstkart.com |

Engine Specification Sheet

TECHNICAL INFORMATION

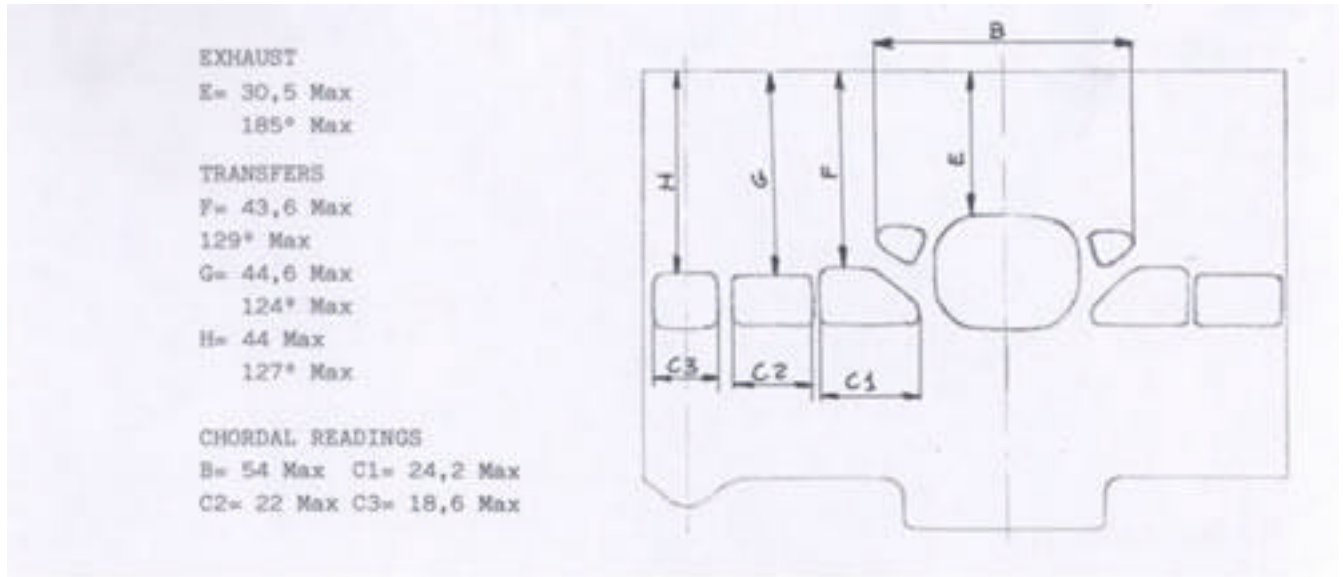
| A CHARACTERISTICS | | |
|---|--|------------|
| | Measurement | Tolerances |
| Volume of cylinder | 124,569 cc | 125 cc |
| Original bore | 55,99 mm | |
| Theoretical maximum bore | 56,06 mm | |
| Stroke | 50,62 mm | |
| Cooling system | Water cooled | |
| Number of carburation systems | 1 | |
| Number of transfer ports / ducts, cylinder / sump | 5 | |
| Number of exhaust ports / ducts | 3 | |
| Shape of the combustion chamber | Spherical –with squish | |
| Length between axes of the connecting rod | 108 | |
| Volume of combustion chamber | 9 cc minimum measured at the top edge of the CIK insert | |
| Type of bearings and size | Big End of Con. Rod Bearing = 24 X 31 X 16 Little End of Con. Rod Bearing = 16X 20X 20 Crankshaft Bearing = 25 X 62 X 17 | |

| B OPENING ANGLES | | |
|--------------------------|------|--|
| Exhaust | 185° | |
| Of exhaust ports / ducts | 129° | |

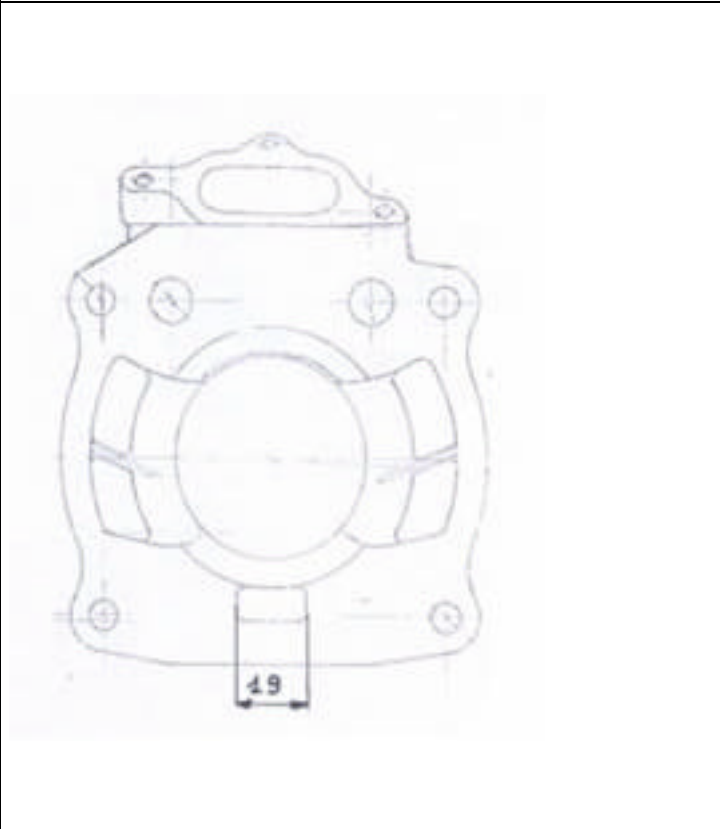
| C LIST OF ACCESSORIES INCLUDED | | |
|--|---------------------------|------------|
| <i>(List accessories as shown below)</i> | <i>Centrifugal clutch</i> | YES |
| <i>Carburetor “ Dell’ Orto “ VHSH Æ 30</i> | | |
| <i>Generator for battery charging</i> | NO | |
| <i>Electric starter</i> | YES | |
| <i>Exhaust with flex</i> | NO | |

| D MATERIAL | |
|-------------------|-----------------------|
| Cylinder | Aluminium AL-SI |
| Connecting rod | Steel Ni cr mo |
| Crankshaft | <i>Steel Ni cr mo</i> |
| Head | Aluminium AL-SI |
| Liner | Aluminium + Nicasil |
| Crankcase | Aluminium AL-SI |
| Piston | Aluminium AL-SI |
| Piston Ring | Steel |

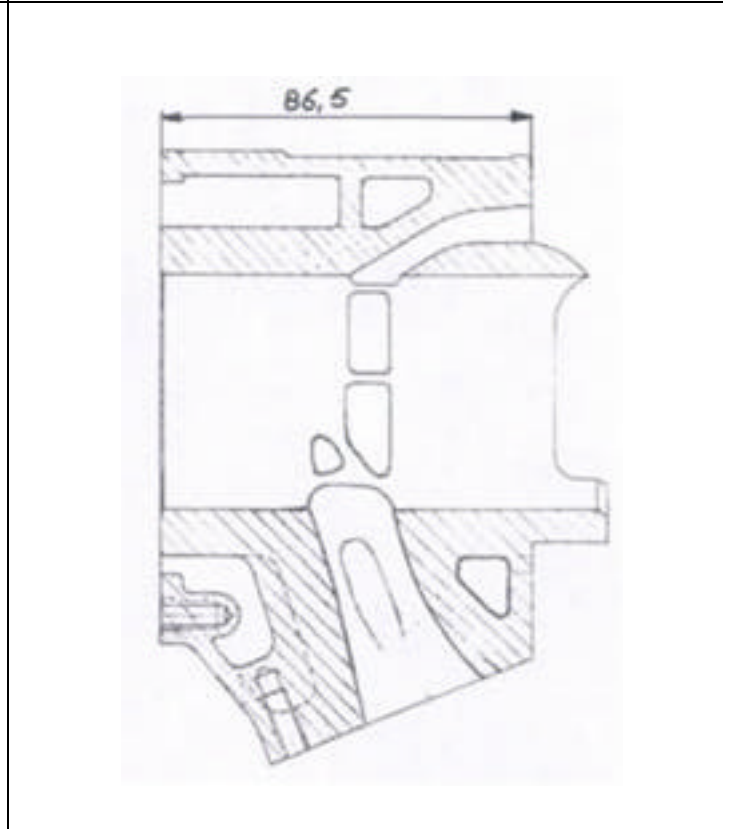
DRAWING OF THE CYLINDER DEVELOPMENT



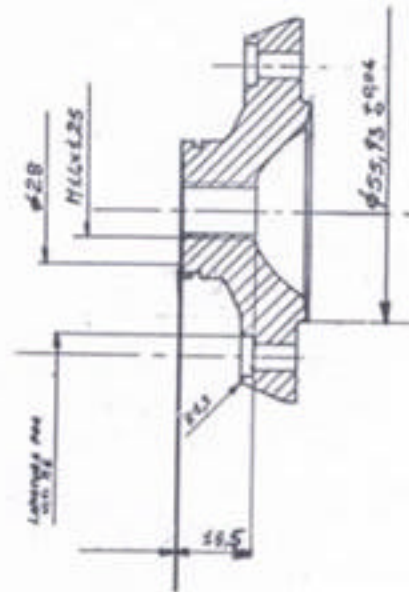
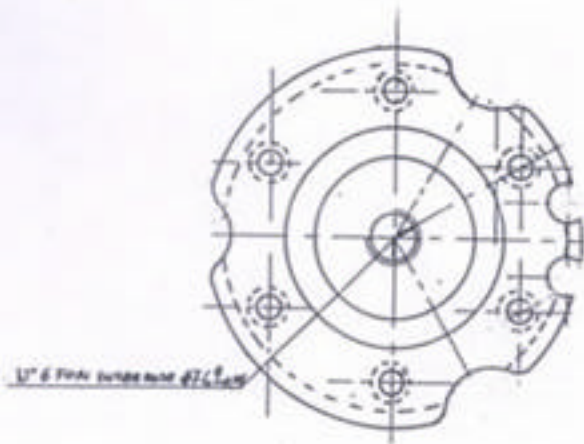
DRAWING OF THE CYLINDER BASE



CYLINDER SECTION VIEW



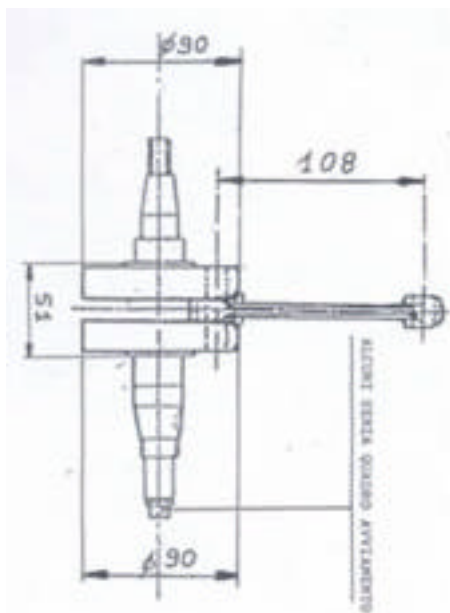
DRAWING OF THE CYLINDER HEAD AND THE COMBUSTION CHAMBER



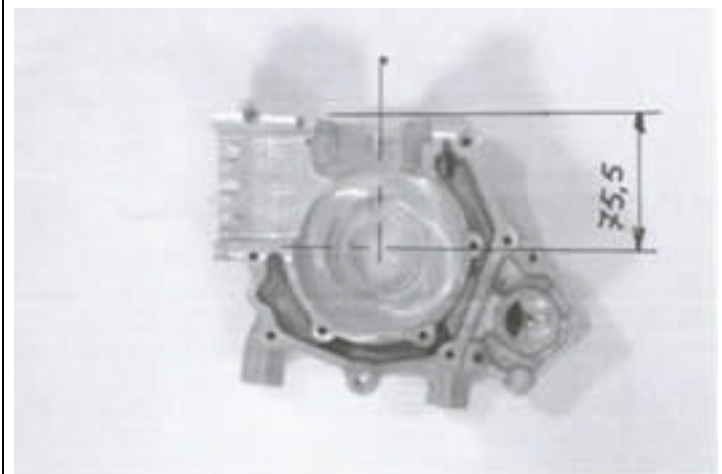
Combustion chamber volume = 9 c.c. minimum





DRAWING OF THE CRANKSHAFT

Complete weight = Kg.2,260 Tolerance= ± 100gr

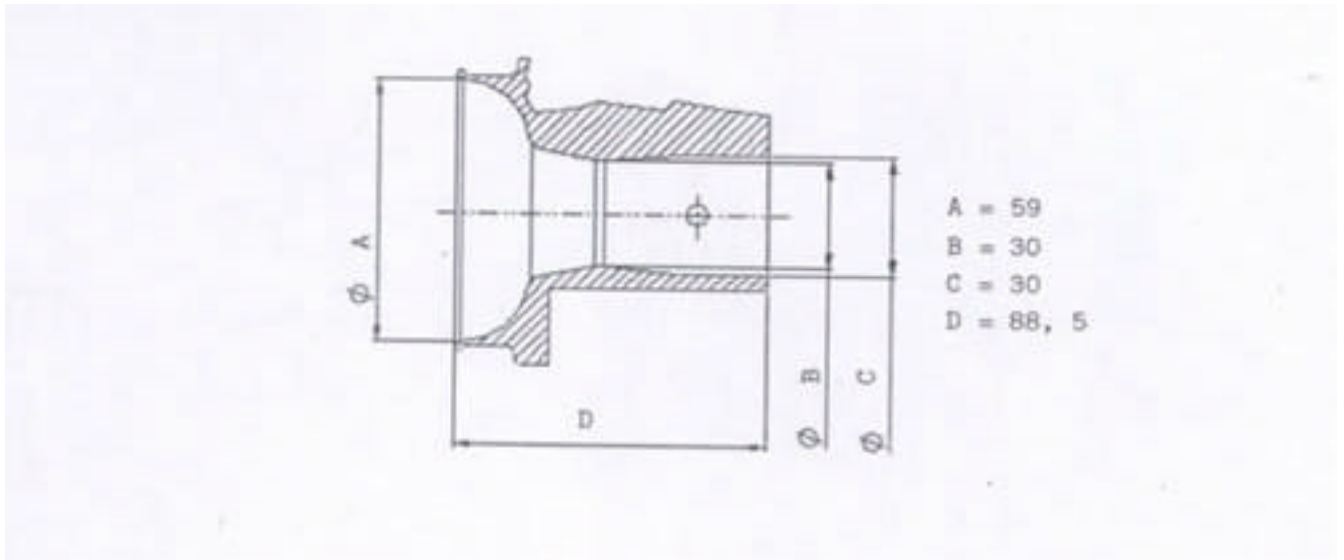


DRAWING OF THE INSIDE OF SUMP



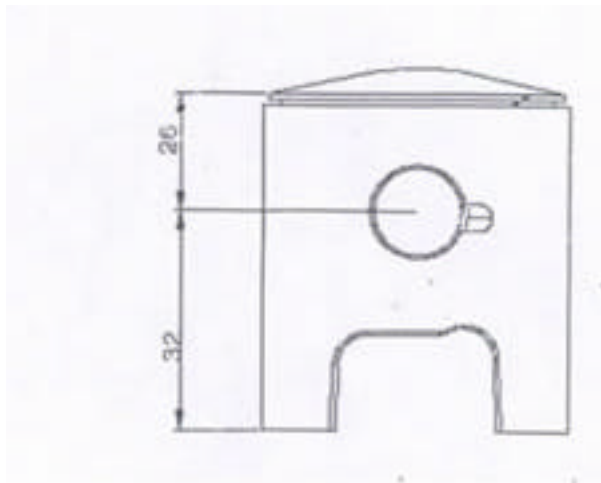
| IGNITION | |
|---|--|
| Manufacturer | PVL |
| Model Number | 500191 |
| Rotation | 500924 Rotation left |
| Description | |
| PHOTO OF IGNITION | PHOTO OF COIL |
|  |  |
|  |  |

CARBURETOR DIMENSION



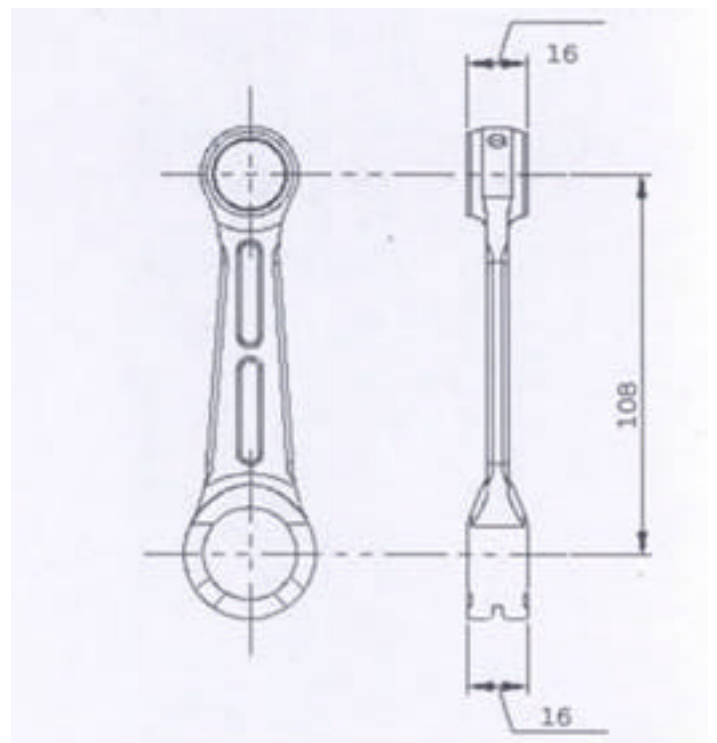
PISTON

weight = 128 gr Tolerance = ± 5 gr

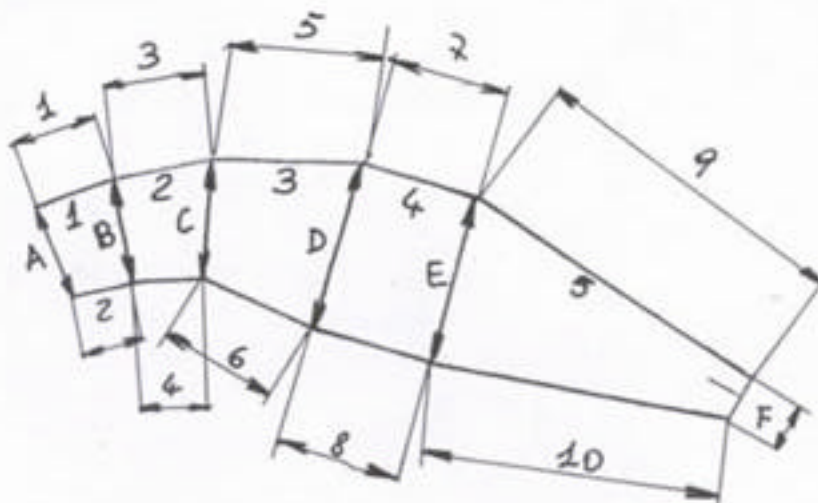


CONNECTING ROD

Weight = 144 Tolerance = ± 15 gr



DRAWING OF THE SILENCER AND IT'S COMPONENTS



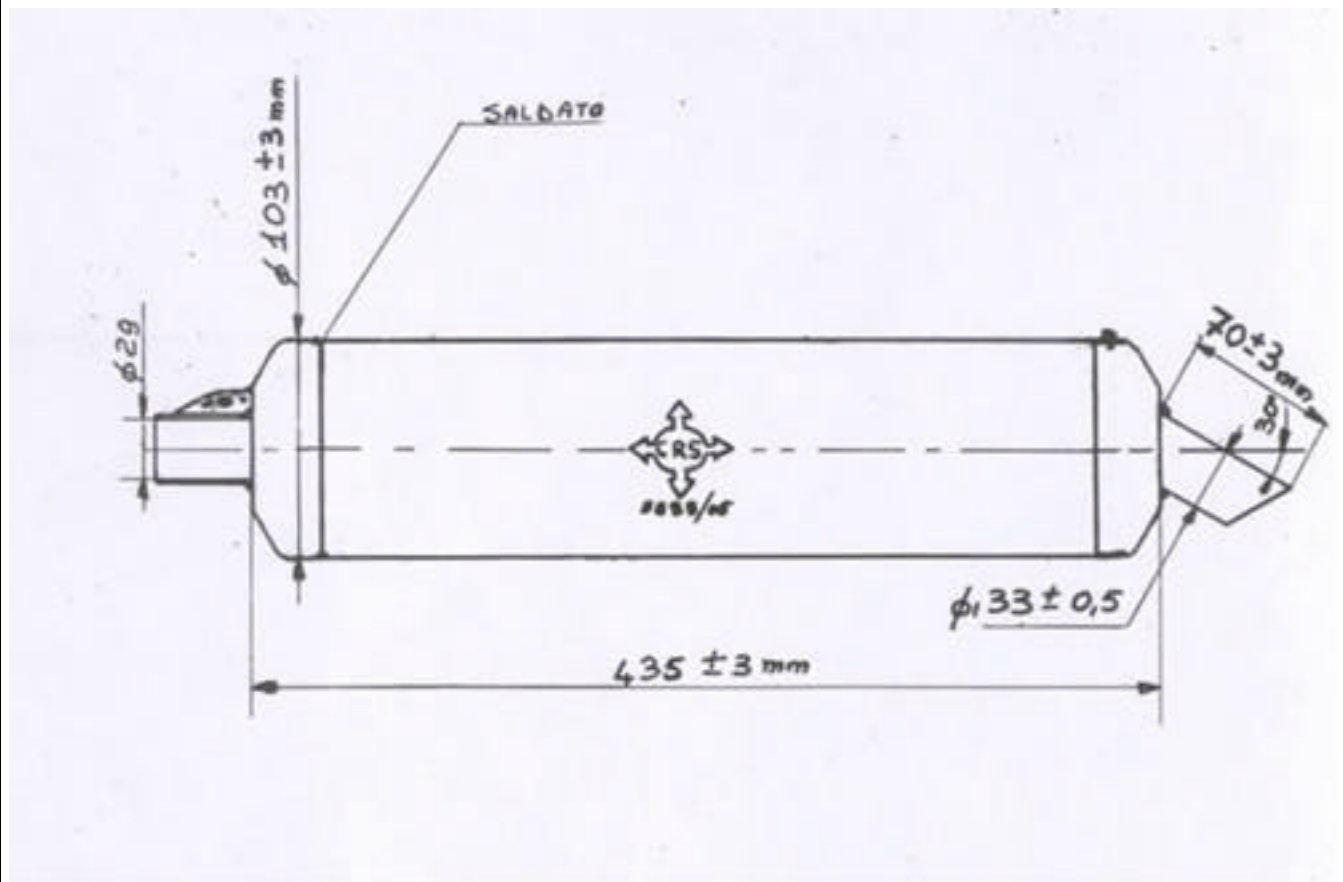
Mesure externes

| Partiel/Part | D. MIN. | D. MAX | L. MIN. | L. MAX. |
|--------------|---------|---------|---------|---------|
| 1 | ØA 56 | ØB 68,4 | L2 37 | L1 55 |
| 2 | ØB 68,4 | ØC 81 | L4 37 | L3 56 |
| 3 | ØC 81 | ØD 112 | L6 82 | L5 100 |
| 4 | ØD 112 | ØE 112 | L8 90 | L7 90 |
| 5 | ØE 112 | ØF 26 | L10 178 | L9 198 |

The end parts of the silencer must have two soldered pairs of lugs (one pair at the top and one pair at the bottom) to allow for fixing of seals by the Organizer so that the silencer maybe opened during the competition

Measurements: A: B: C: D: E: F: G: H:
I: J: K:

DRAWING OF THE SILENCER



DRAWING OF THE CLUTCH

Weigth max (Tolerance)

A = 540 (- 60 gr)

B = 180 (- 20 gr)

C = 400 (- 40 gr)

