



Motorsport South Africa

SOUTH AFRICAN KARTING COMMISSION

HOMOLOGATION SCHEDULE MAXTERINO MX-60

Version 6 01 JUL 2011

MSA Ref.

Manufacturer	MAXTER S.R.L.
Distributor	Ed Murray Racing cc
Model	Maxterino
Period of homologation	1 December 2009 – 31 December 2015



PHOTO OF ENGINE – PINION SIDE



PHOTO OF ENGINE – IGNITION SIDE

Signature and Stamp MSA



N. Buys

Signature and Stamp Distributor



TECHNICAL INFORMATION

A	DESCRIPTION	
		Tolerance
Maximum Capacity	60cc	
Stroke	42,1mm	
Bore	43mm	+/- 0,10 mm.
Induction	Piston Port	
Cooling	Free Air	
Carburator Mini Kart	Del'Orto PHBG18BS Diameter 18,00mm. No modifications at all. Needle marked W23 only. Only adjustments permitted are: main jet size open until sizes ascertained for no restrictor, needle clip position and idle air screw. Original floats: 4g, Idle jet: 50, Emulsion tube: 262AU and spring type needle, Starting jet: 60;	
Number of Transfer Ports	2	
Ignition and timing	Original Seletra analogue ignition only set that the marks correspond at 0.45mm before TDC	+/- 0,05 mm.
Width of Exhaust Port	28,00 mm.	+/- 0,10 mm.
Width of Inlet Port	26,00 mm.	+/- 0,10 mm.
Overall Piston Height	49 mm.	+/- 0,8 mm
Mass of Piston	Mass 61 g including ring. Only original Maxter spare parts with no modification. Material may be removed from the lower edge of the skirt only to achieve correct inlet duration. NB. Minimal corner break to remove sharp edge only as per original part.	(+/- 10% of the total)
Total weight of crankshaft including the conrod excluding the piston	1362 g.	(+/- 3% of the total)
Shape of combustion chamber	Hemisphere as per MSA gauge, no polishing. MSA gauge must fit with no clearance on sealing surface. Spark plug leg of gauge may not protrude above sealing face of spark plug.	
Squish Clearance	0.8 mm. With 1.6 mm. resin core solder at smallest point	+/- 0,10 mm.
Spark Plug	NGK BR10EG	
Pinion	Z11	
Sprocket	Z82	
Clutch	Original parts only, no modifications, as per drawing. In the interests of standardisation and to ensure spare parts availability, it was decided to allow the CIK KF clutch going forward. These CIK clutch complete assemblies weigh a minimum of 800g and the inner hub 345 +/- 15g. The drum inside diameter may not exceed 85.40mm on these clutches. The earlier model original Maxter clutch is also permitted until further notice NB maximum inside diameter of these drums is 84.70mm. All of the original clutches offer exactly the same performance.	

Seal	Registered serial numbered seal, as per photos. Sealed through exhaust stud, ignition timing bolt and two cylinder nuts	
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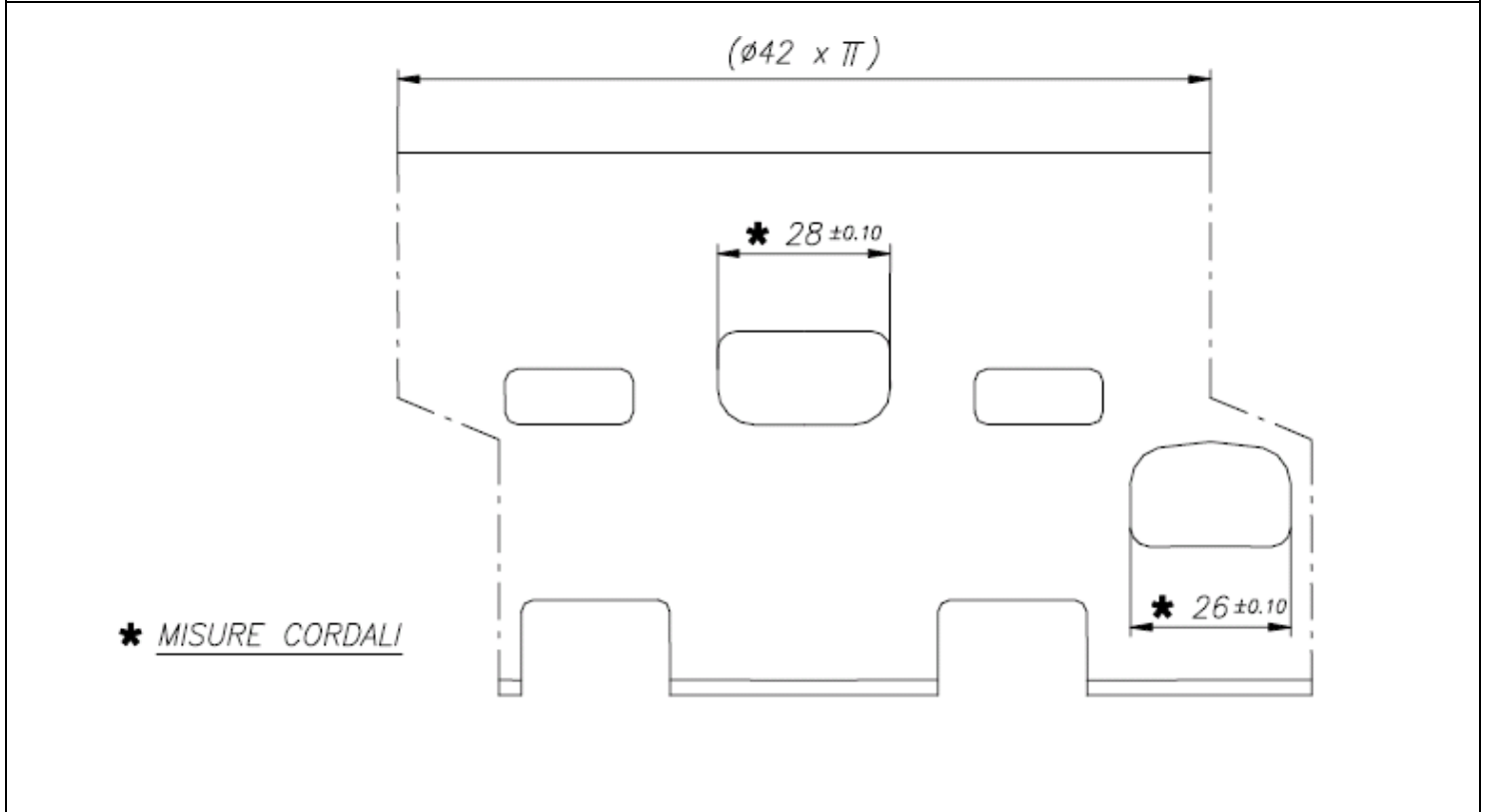
B	PORT TIMING (measured with 0.20 mm. feeler gauge 10 mm. wide)	
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		Tolleranze
Inlet	142°	+/- 1°
Exhaust	155°	+/- 1°
Transfer	112.5°	+/- 2°

C	Material	
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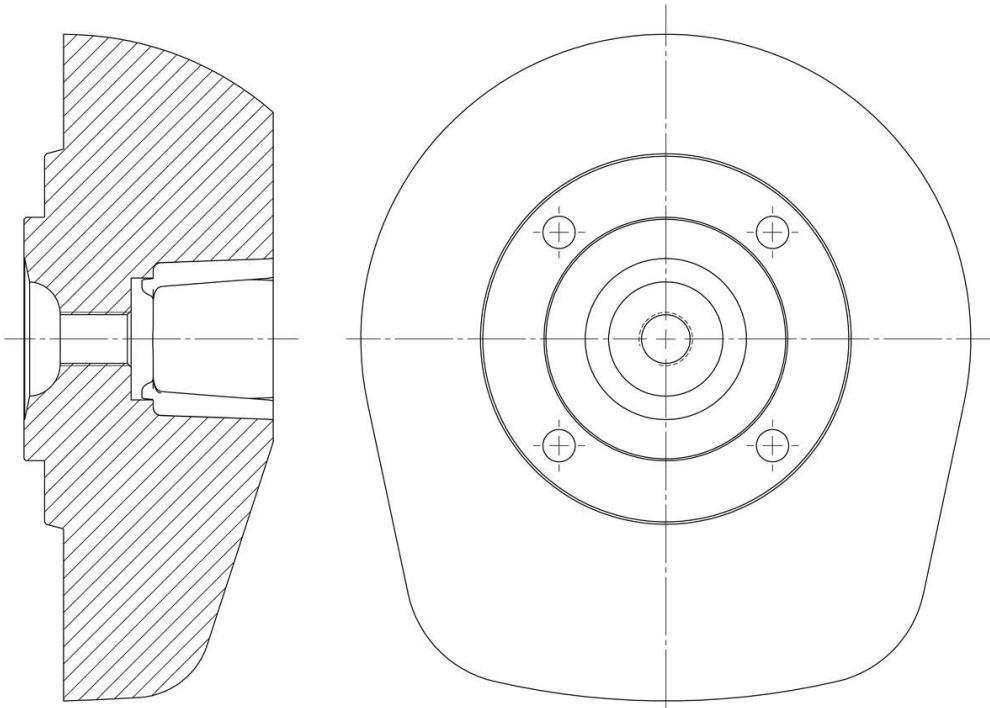
Cylinder	Alluminium casting with CNC machined cast iron liner No grinding or polishing allowed
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DEVELOPMENT OF CYLINDER



Airbox and filter	Only original type as supplied complete with functioning air filter is permitted. It is permitted to drill a single 8.0mm maximum diameter hole on the lower side near the front to drain water in the event of rain.	
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SECTION AND PLAN OF COMBUSTION CHAMBER



HEAD GAUGE MSA MX-60 MUST FIT WITH NO LIGHT ON SEALING FACE

CRANK SHAFT

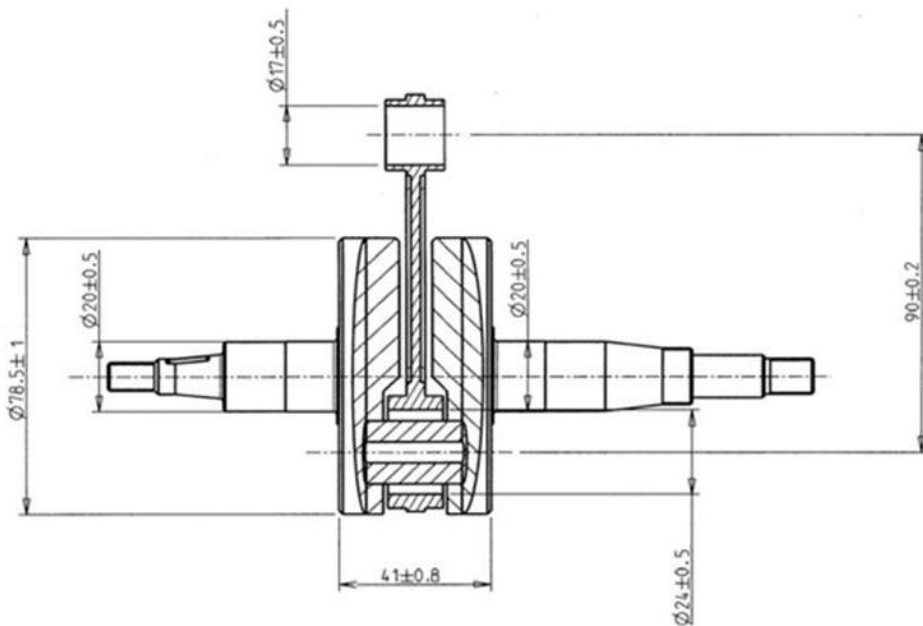


PHOTO OF CRANKSHAFT



PHOTO OF RIGHT HAND SIDE

PHOTO OF LEFT SIDE



PHOTO OF REAR VIEW OF THE ENGINE



PHOTO OF THE FRONT VIEW



PHOTO FROM THE TOP CYLINDER HEAD



PHOTO OF THE MOTOR FROM THE UNDER SIDE



PHOTO OF THE CYLINDER BASE



PHOTO OF COMBUSTION CHAMBER



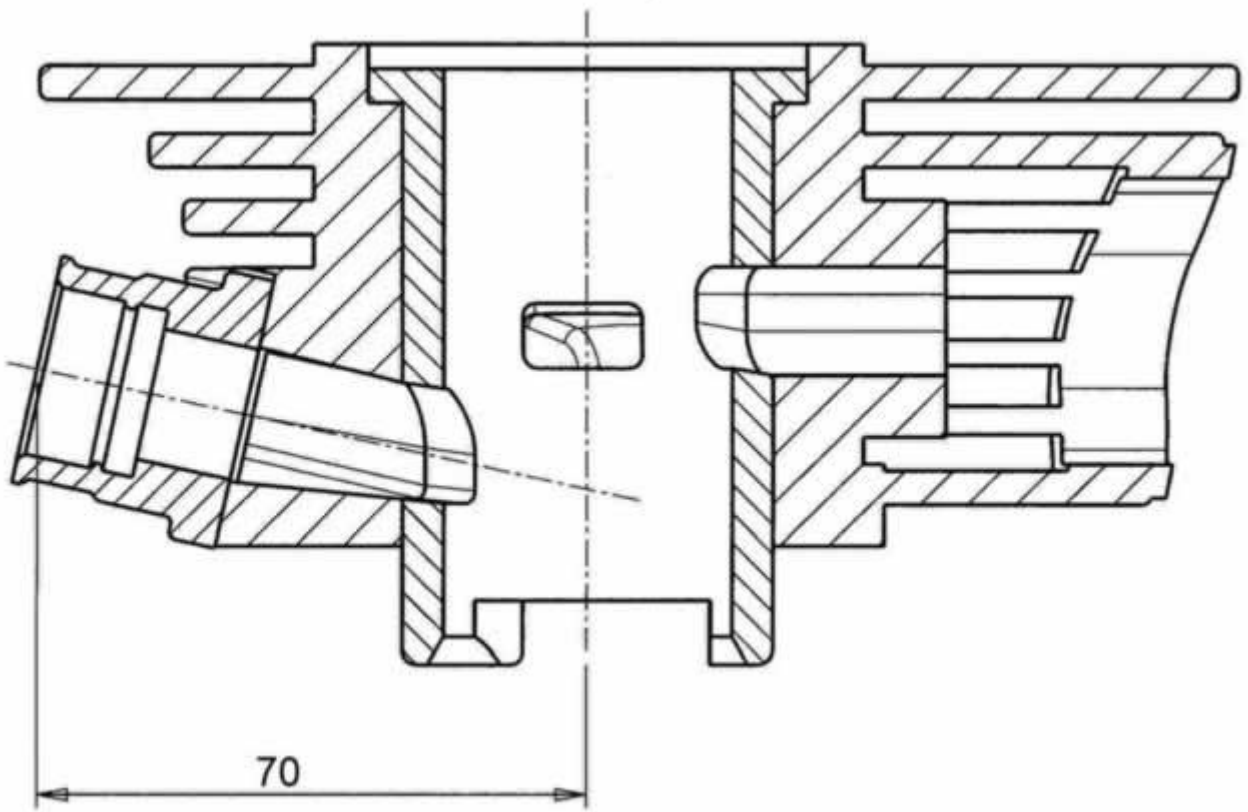
PHOTO OF INSIDE OF CRANKCASE



PHOTO OF INSIDE OF CRANKCASE

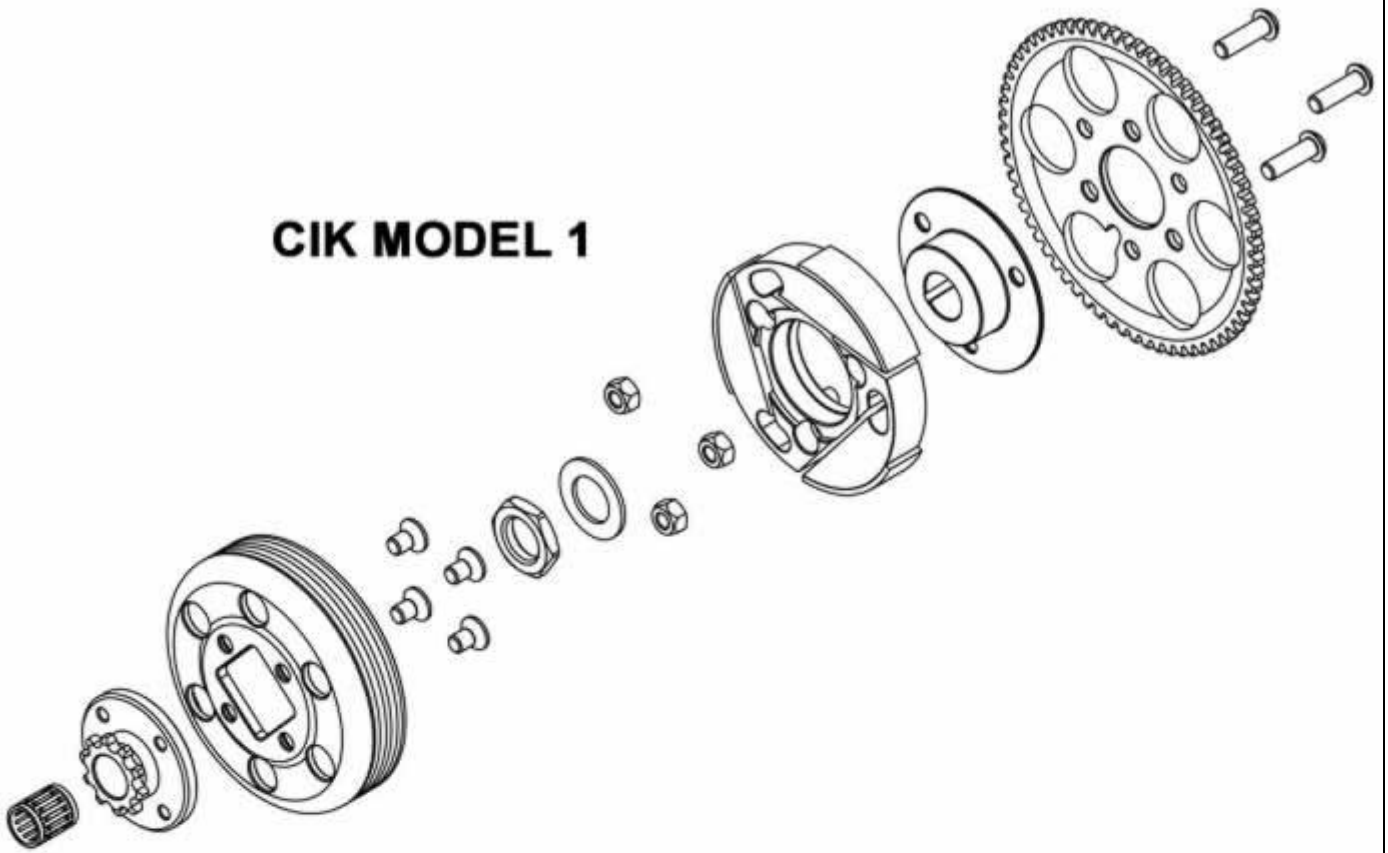


MINIMUM DISTANCE FROM CENTRE LINE OF CYLINDER TO CENTRE LINE OF INLET MANIFOLD

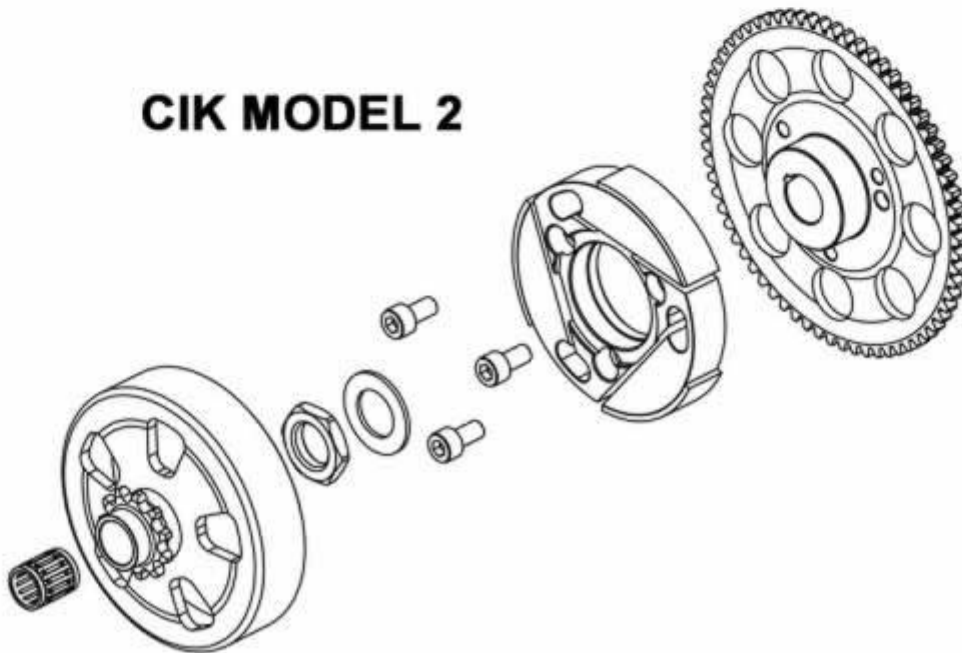


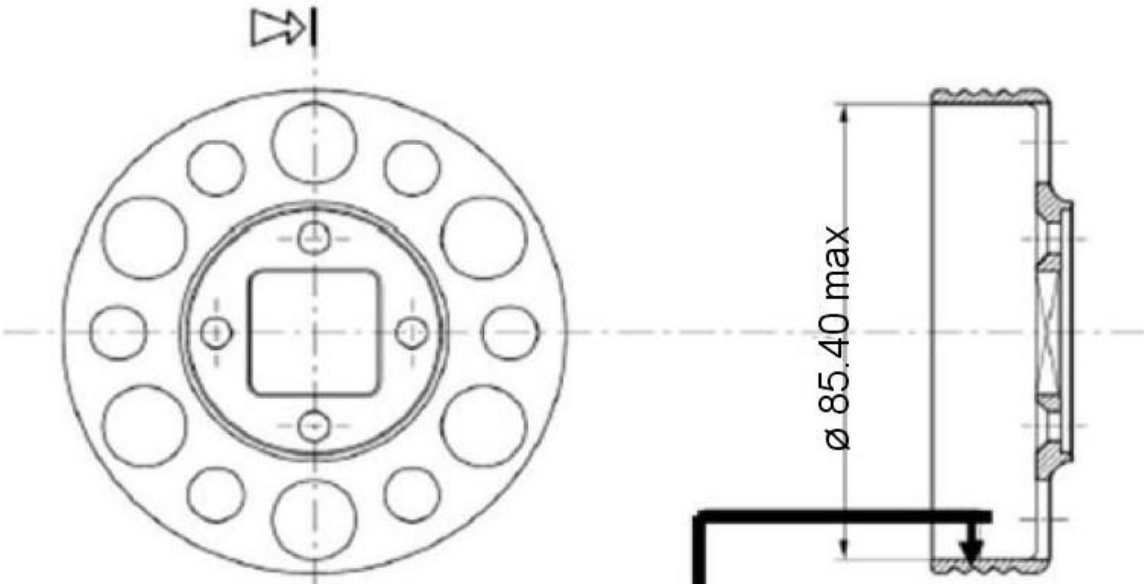
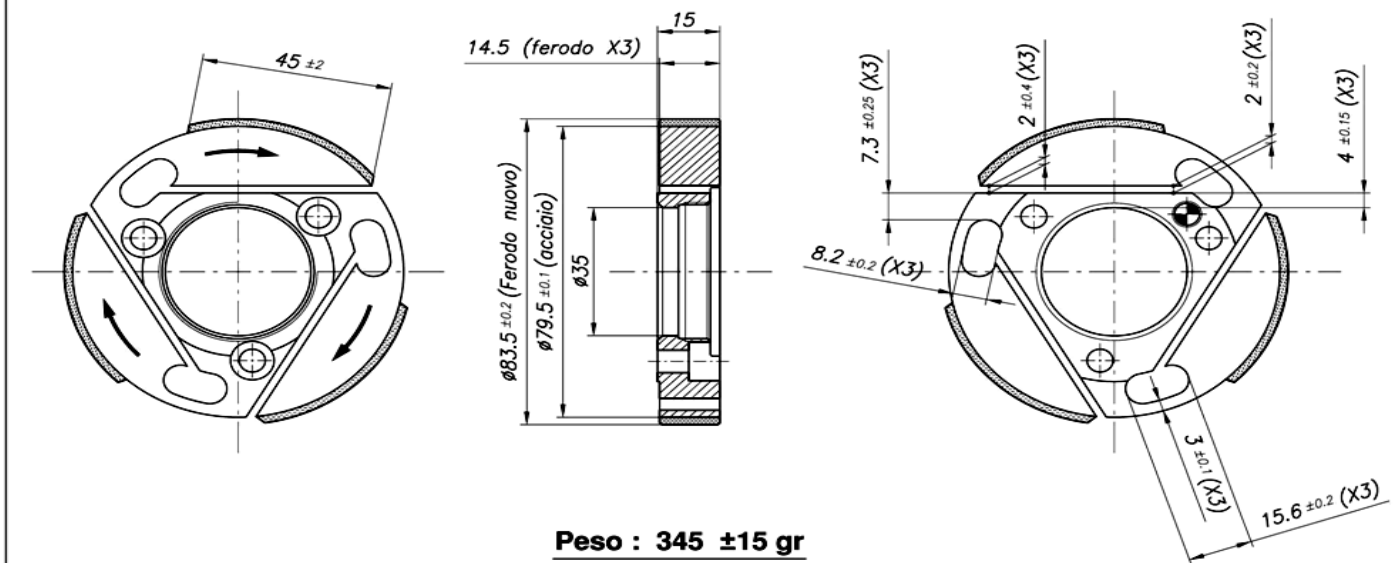
EXPLODED VIEW OF COMPLETE CLUTCH

CIK MODEL 1



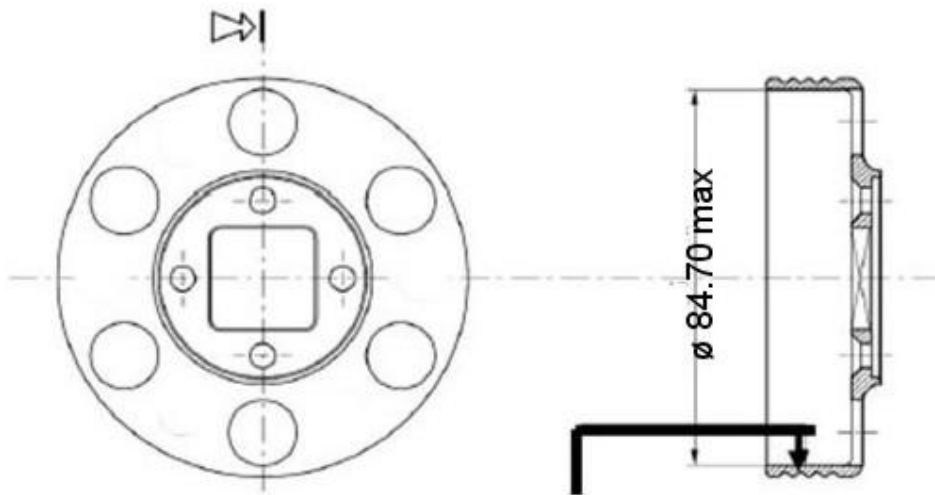
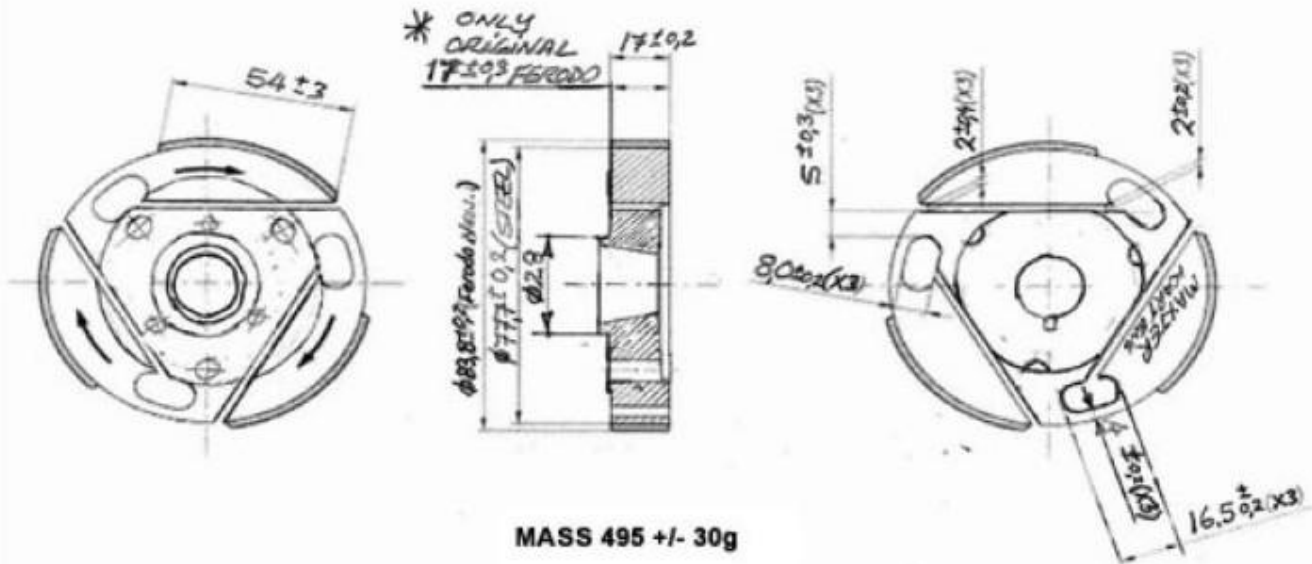
CIK MODEL 2





Only applicable to CIK Model 1 and CIK Model 2
The contact surface must be smooth, cylindrical shaped and concentric with piston bore. No alterations or additions - magnetic steel only.

MAXTER - MAXTERINO OLD CLUTCH



Only suitable for Maxterino Old Clutch

The contact surface must be smooth, cylindrical shaped and concentric with pinion bore. No alterations or additions - magnetic steel only.

PHOTO OF SEAL



PHOTO OF SEAL FROM IGNITION SIDE



MX-60 EXHAUST

NB: ONLY ORIGINAL MAXTER PART. NO PLATING OR THERMAL BARRIER COATINGS

