

FICHE D'HOMOLOGATION HOMOLOGATION FORM



COMMISSION INTERNATIONALE DE KARTING - FIA



MOTEUR / ENGINE FA

| | | |
|-------------------------|-------------------------------------|-------------------------------|
| Constructeur | <i>Manufacturer</i> | VORTEX - PAVIA - ITALY |
| Marque | <i>Make</i> | VORTEX |
| Modèle | <i>Model</i> | RVA |
| Type d'admission | <i>Inlet type</i> | REED VALVE |
| Durée de l'homologation | <i>Validity of the homologation</i> | 6 ans / 6 years |
| Nombre de pages | <i>Number of pages</i> | 6 |

La présente Fiche d'Homologation reproduit descriptions, illustrations et dimensions du moteur au moment de l'homologation CIK-FIA. Le Constructeur a la possibilité de les modifier seulement dans les limites fixées par le Règlement CIK-FIA en vigueur. La hauteur du moteur complet sur les photos doit être de 7cm minimum.

This Homologation Form reproduces descriptions, illustrations and dimensions of the engine at the moment of the CIK-FIA homologation. The Manufacturer may modify them, but only within the limits fixed by the CIK-FIA Regulations in force. The height of complete engines on all photos must be minimum 7cm.



PHOTO DU MOTEUR CÔTÉ PIGNON
PHOTO OF DRIVE SIDE OF ENGINE

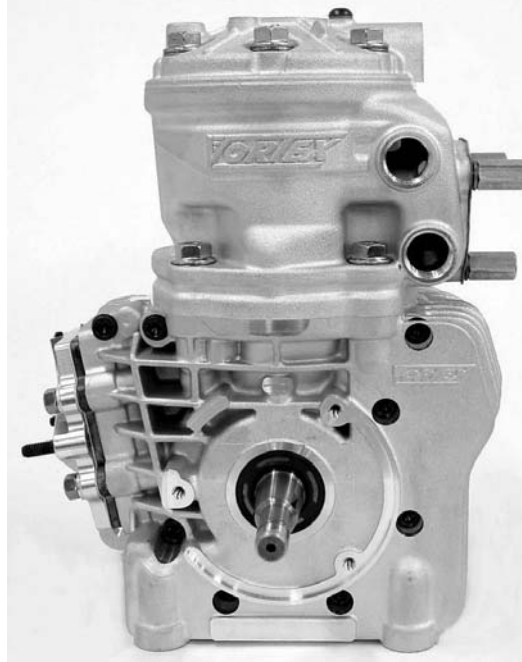


PHOTO DU MOTEUR CÔTÉ OPPOSÉ
PHOTO OF THE OPPOSITE SIDE OF ENGINE

Signature et tampon de l'ASN
Signature and stamp of the ASN

Signature et tampon de la CIK-FIA
Signature and stamp of the CIK-FIA



Glauco

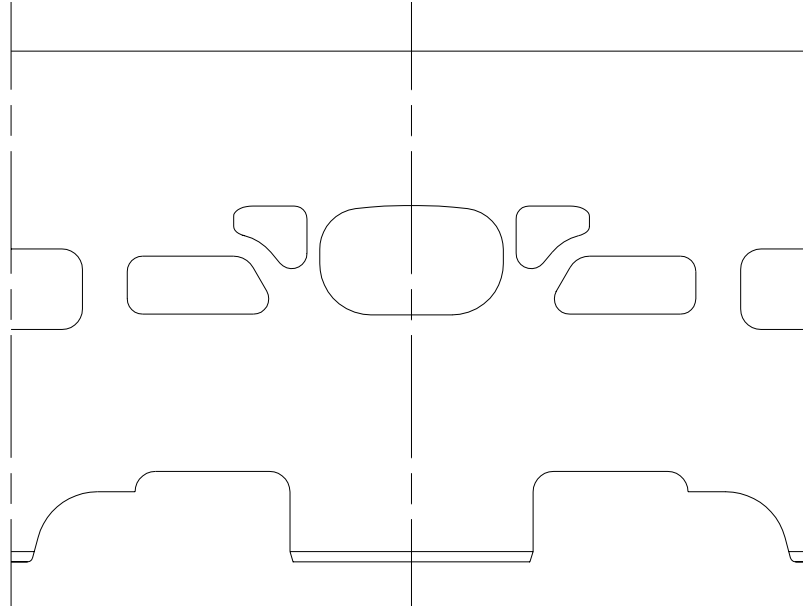
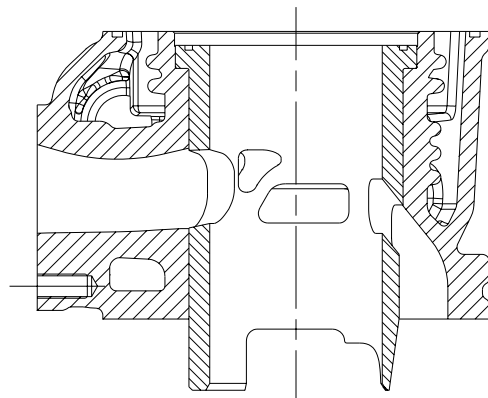
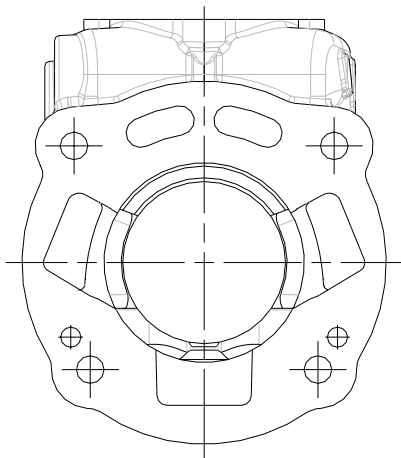


[Signature]

| INFORMATIONS TECHNIQUES | | TECHNICAL INFORMATION | |
|--|--|-----------------------|-------------------------------|
| A | CARACTÉRISTIQUES | A | CHARACTERISTICS |
| | | | Tolérances |
| Volume du cylindre | <i>Cylinder volume</i> | 99.15 CM3 | < 100cm³ |
| Alésage d'origine | <i>Original bore</i> | 50.0 MM | |
| Alésage théorique maximum | <i>Theoretical maximum bore</i> | 50.21 MM | |
| Course | <i>Stroke</i> | 50.5 MM | |
| Système de refroidissement | <i>Cooling system</i> | WATER-COOLED | |
| Nombre de systèmes de carburation | <i>Number of carburation systems</i> | 1 | |
| | | | |
| | | | |
| | | | |
| Longueur (entre-axe) de la bielle | <i>Length between the axes of the connecting rod</i> | 100 MM | ±0.1mm |
| | | | |
| | | | |
| <p>Modifications autorisées selon le Règlement Technique. Seules les dimensions et cotes qui ne peuvent pas être modifiées doivent figurer sur la Fiche d'Homologation.</p> <p><i>Modification allowed according to the Technical Regulations. Only the dimensions and readings which may not be changed must be mentioned on the Homologation Form.</i></p> | | | |

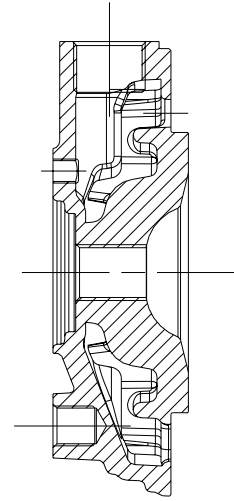
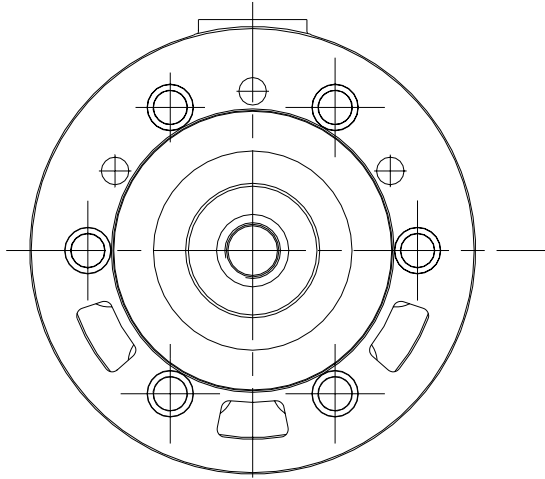
| C | MATÉRIAU | C | MATERIAL |
|---|-----------------------|---|--------------------|
| | <i>Cylinder</i> | | AL-SI ALLOY |
| | <i>Cylinder head</i> | | AL-SI ALLOY |
| | <i>Sump</i> | | AL-SI ALLOY |
| | <i>Connecting rod</i> | | CR-MO STEEL |
| | | | |

DESSIN DU DÉVELOPPEMENT DU CYLINDRE

DRAWING OF THE CYLINDER DEVELOPMENTDESSIN DU PIED DU
CYLINDRE*DRAWING OF THE
CYLINDER BASE*VUE EN SECTION DU
CYLINDRE*CYLINDER SECTION
VIEW*

DESSIN DE LA CULASSE ET DE LA CHAMBRE
DE COMBUSTION

*DRAWING OF THE CYLINDER HEAD AND OF
THE COMBUSTION CHAMBER*

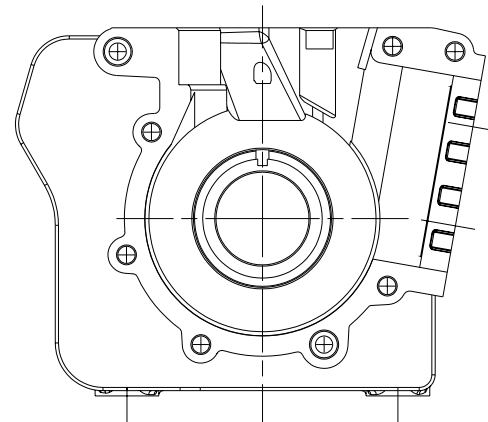
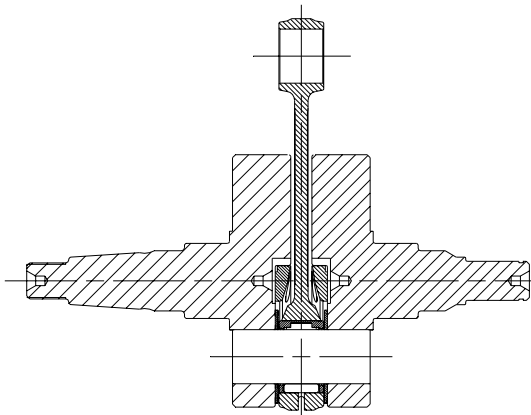


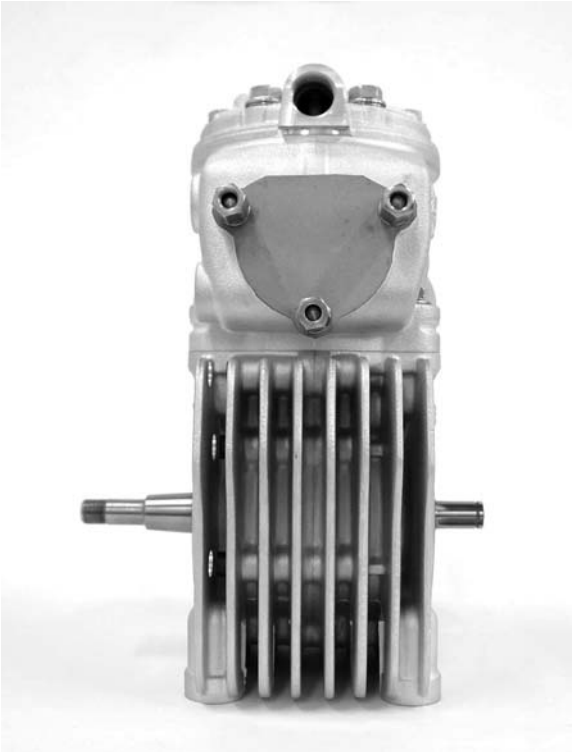
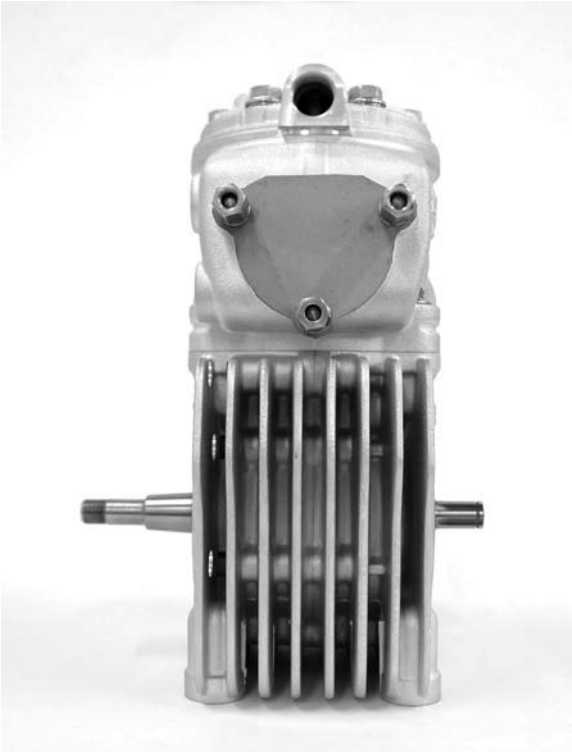




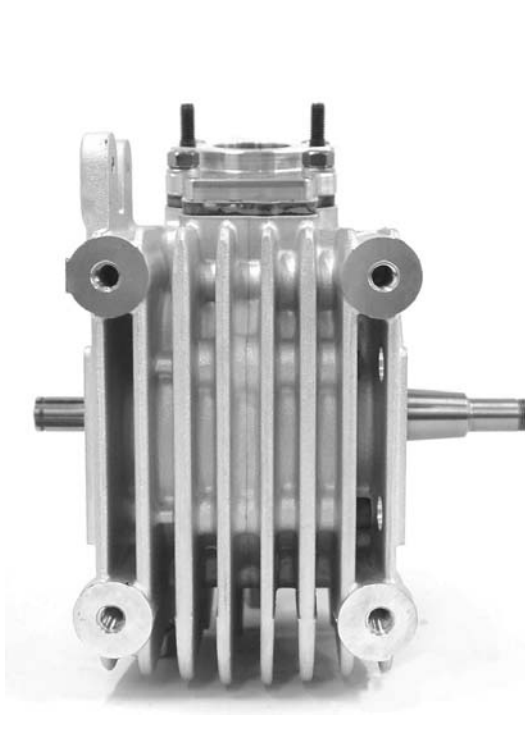
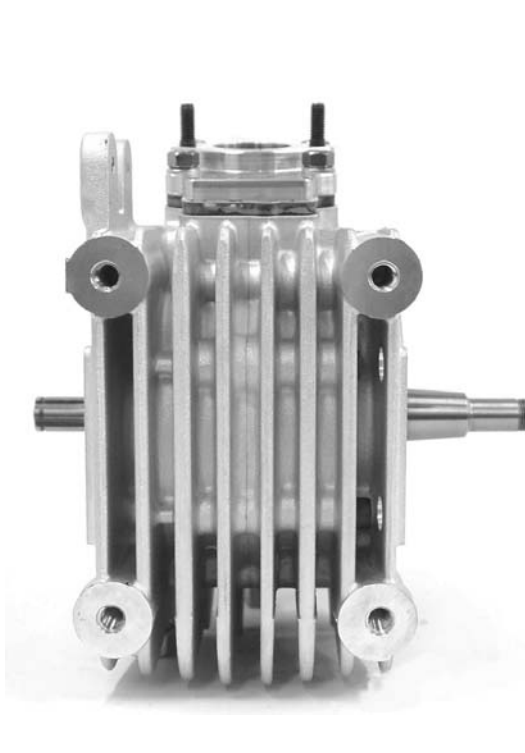
DESSIN DU
VILEBREQUIN


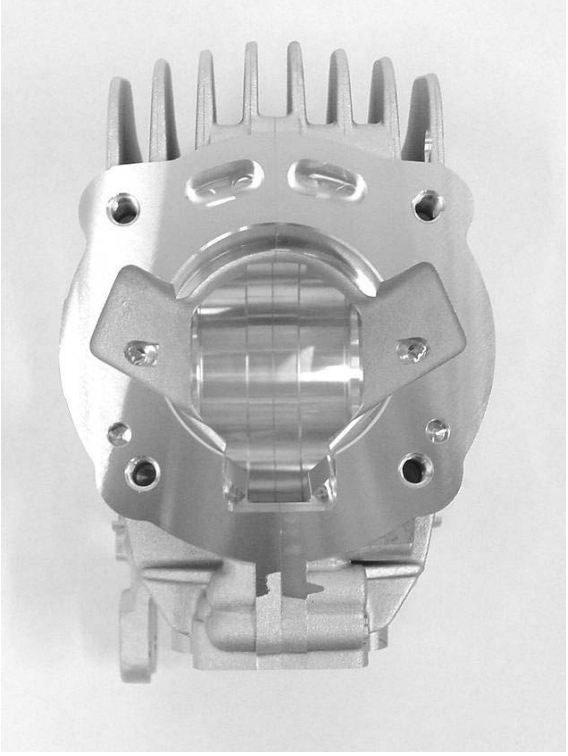
*DRAWING OF THE
CRANKSHAFT*

DESSIN INTÉRIEUR
DU CARTER

*DRAWING OF THE
INSIDE OF THE SUMP*



| PHOTO DE L'ARRIÈRE DU MOTEUR | <i>PHOTO OF THE BACK OF THE ENGINE</i> | PHOTO DE L'AVANT DU MOTEUR | <i>PHOTO OF THE FRONT OF THE ENGINE</i> |
|---|---|--|--|
|  |  |  |  |
| PHOTO DU MOTEUR PARTIE SUPÉRIEURE | <i>PHOTO OF THE ENGINE TAKEN FROM ABOVE</i> | PHOTO DU MOTEUR PARTIE INFÉRIEURE | <i>PHOTO OF THE ENGINE TAKEN FROM BELOW</i> |
|  |  |  |  |

| PHOTO DU PIED DU CYLINDRE | PHOTO OF THE BASE OF THE CYLINDER | PHOTO DU CARTER (CÔTÉ JOINT) | PHOTO OF THE SUMP (GASKET SIDE) |
|--|--------------------------------------|---|--------------------------------------|
|  A black and white photograph showing the front view of a metallic cylinder base. It features a central circular opening, several smaller holes around the perimeter, and a complex, multi-faceted design. | |  A black and white photograph showing the rear view of the same metallic cylinder base. This view highlights the gasket side, featuring a central circular opening with a grid-like pattern, several holes, and a complex, multi-faceted design. | |
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