

Yamaha

KT-100S

Tech Guide



TECHING YAMMY KT-100S BY BILL MCCORNACK

[**EDITOR'S NOTE:** *Instead of an Ask Bill article this month, Bill has provided this article on how to tech the **Stock Appearing** Yamaha KT100S (Class #16 – Yamaha Piston port). This is **NOT** for the NEW Yamaha Limited Class.]*

This is the official VKA procedure for an engine inspection in the 2017 Class 16, "Yamaha Piston Port". In this procedure, we're checking bore, stroke, ignition components and visually inspecting outside of engine to be stock factory configuration.



Fig. 1- Shown here is the original Yamaha TCI box (top). Below it is the "RLV" replacement box. Either one is allowed. The RLV is half the cost of the original one.



Fig. 2 & 3- These two views show what the engine looks like from the factory on the outside. No external modifications are allowed. (Note the white discs in the exhaust area and on top of the carburetor. The area underneath these disc diameters are considered "inside the engine" and are non-tech areas.)



Fig. 4- Checking the stroke. Maximum stroke is 1.816" checked here by a dial indicator. Calipers could also be used here with the depth rod end.



Figure 4

Fig. 5- With the head removed measure the cylinder bore diameter using calipers. Maximum bore is 2.090".



Figure 5

Fig. 6- Coil and flywheel are to be original Yamaha parts. Modifications to these components are allowed.



Figure 6

Fig. 7- Under the 2.080" disc diameter area is non tech and is considered inside the engine.

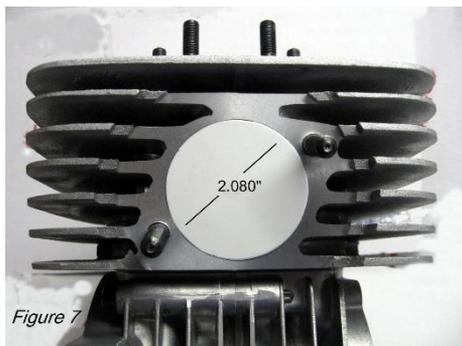


Figure 7

Fig. 8- The 1.420" diameter disc area and under is non tech also. The rest of the Walbro WB-3A carb on the outside is to be as supplied from Yamaha.

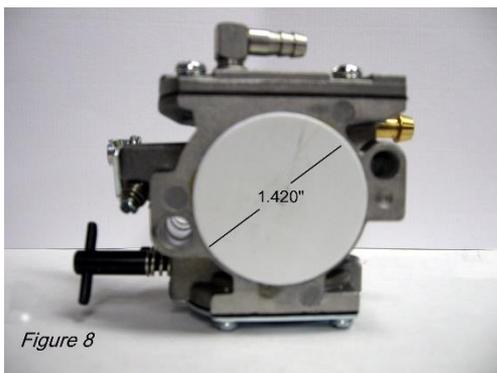


Figure 8

This completes the engine inspection. It's entirely up to the VKA Promoter/track owner if an engine inspection is to take place. VKA,s role is to provide guidelines for vintage karting events for consistency around the country.

Bill McCormack

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