

# FICHE D'HOMOLOGATION HOMOLOGATION FORM



## COMMISSION INTERNATIONALE DE KARTING - FIA



### MOTEUR / ENGINE FA

Constructeur	<i>Manufacturer</i>	<b>P.C.R. S.R.L.</b>
Marque	<i>Make</i>	<b>PCR</b>
Modèle	<i>Model</i>	<b>TSL2K</b>
Type d'admission	<i>Inlet type</i>	<b>REED VALVE</b>
Durée de l'homologation	<i>Validity of the homologation</i>	9 ans / 9 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.*

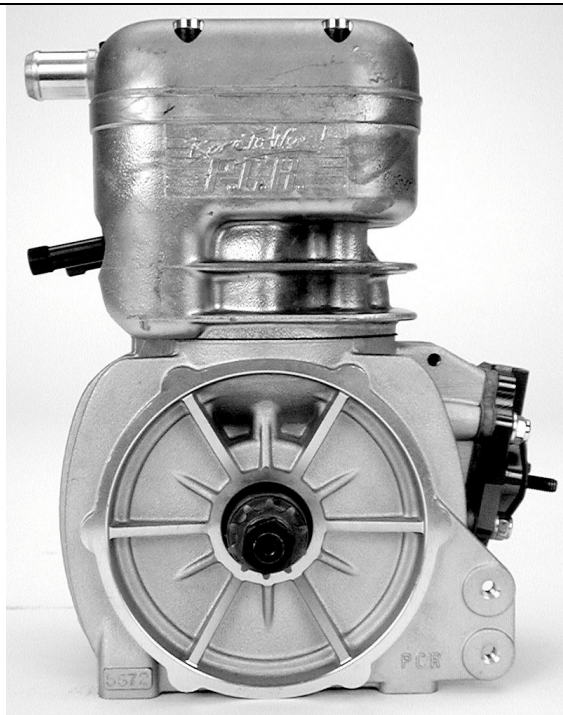


PHOTO DU MOTEUR CÔTÉ PIGNON  
PHOTO OF DRIVE SIDE OF ENGINE

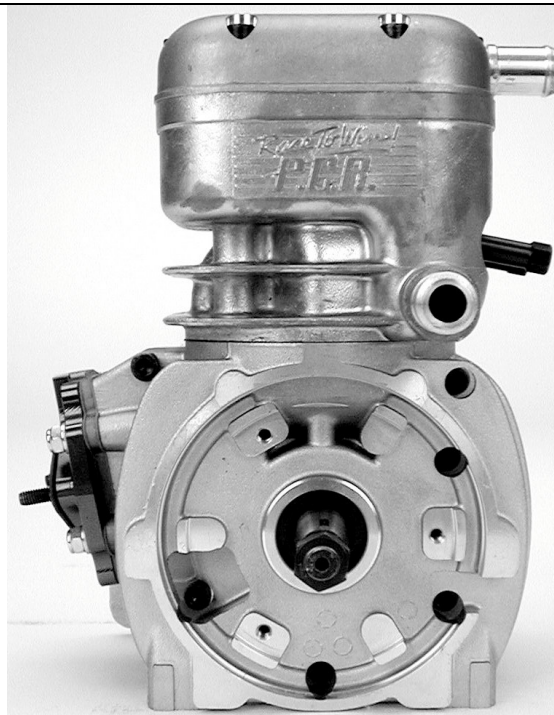


PHOTO DU MOTEUR CÔTÉ OPPOSÉ  
PHOTO OF THE OPPOSITE SIDE OF ENGINE

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*



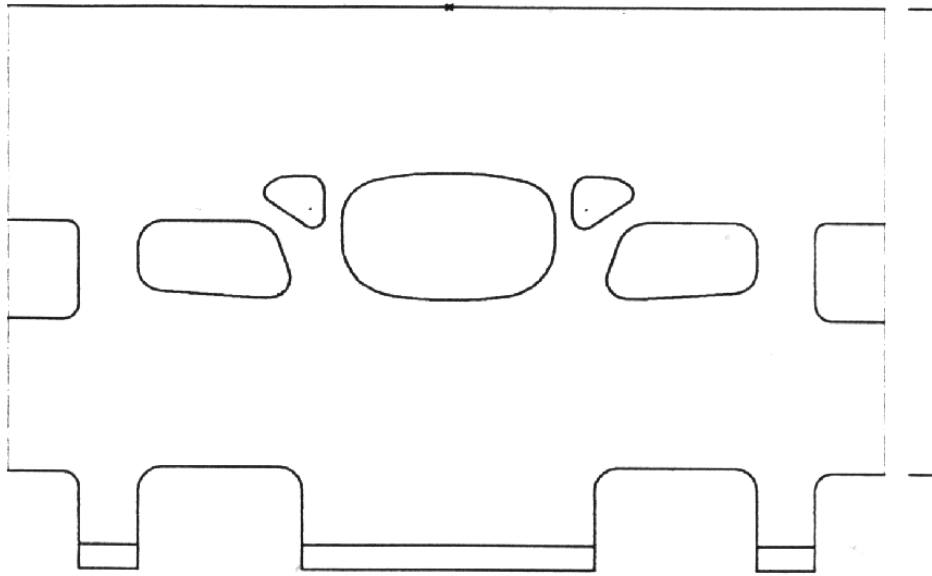
*[Signature]*

INFORMATIONS TECHNIQUES		TECHNICAL INFORMATION	
A	CARACTÉRISTIQUES	A	CHARACTERISTICS
			Tolérances
Volume du cylindre	<i>Cylinder volume</i>	<b>98.96 CM3</b>	<b>&lt; 100cm<sup>3</sup></b>
Alésage d'origine	<i>Original bore</i>	<b>50.20 MM</b>	
Alésage théorique maximum	<i>Theoretical maximum bore</i>	<b>50.45 MM</b>	
Course	<i>Stroke</i>	<b>50 MM</b>	
Système de refroidissement	<i>Cooling system</i>	<b>EAU</b>	
Nombre de systèmes de carburation	<i>Number of carburation systems</i>	<b>1</b>	
Longueur (entre-axe) de la bielle	<i>Length between the axes of the connecting rod</i>	<b>100 MM</b>	±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>			

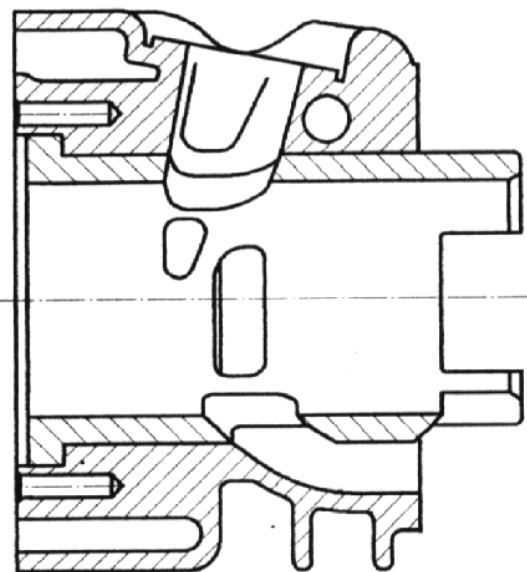
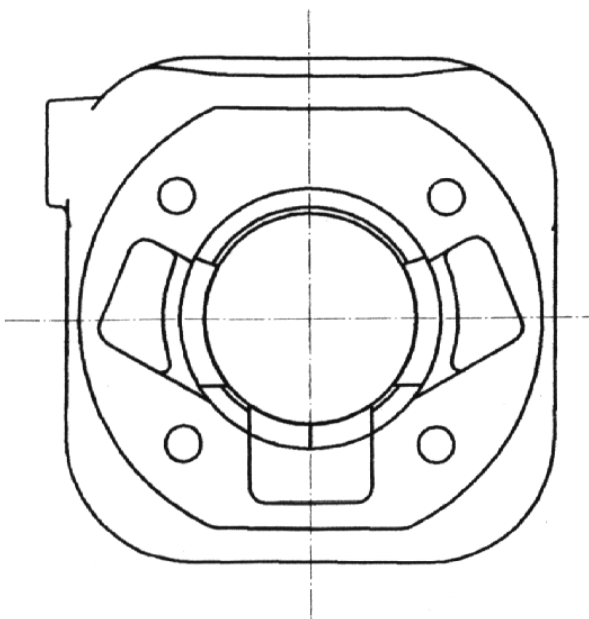
C	MATÉRIAU	C	MATERIAL
Cylindre	<i>Cylinder</i>		<b>AL-SI</b>
Culasse	<i>Cylinder head</i>		<b>AL-SI</b>
Carter	<i>Sump</i>		<b>AL-SI</b>
Bielle	<i>Connecting rod</i>		<b>ACIER</b>

DESSIN DU DÉVELOPPEMENT DU CYLINDRE

DRAWING OF THE CYLINDER DEVELOPMENT

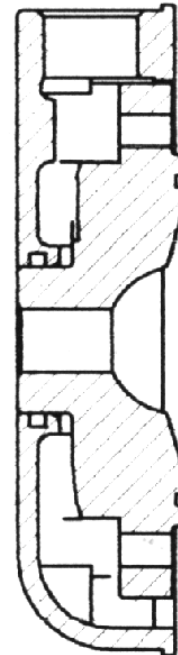
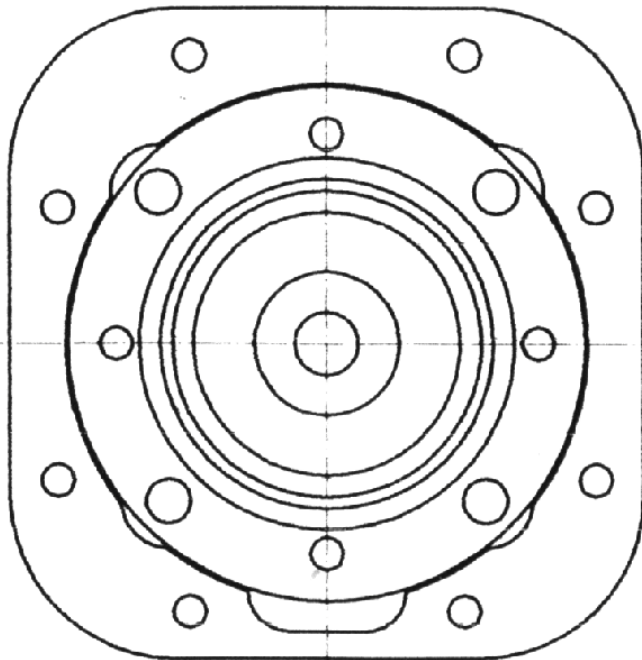
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Asse motore

DESSIN DU PIED DU  
CYLINDREDRAWING OF THE  
CYLINDER BASEVUE EN SECTION DU  
CYLINDRECYLINDER 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*

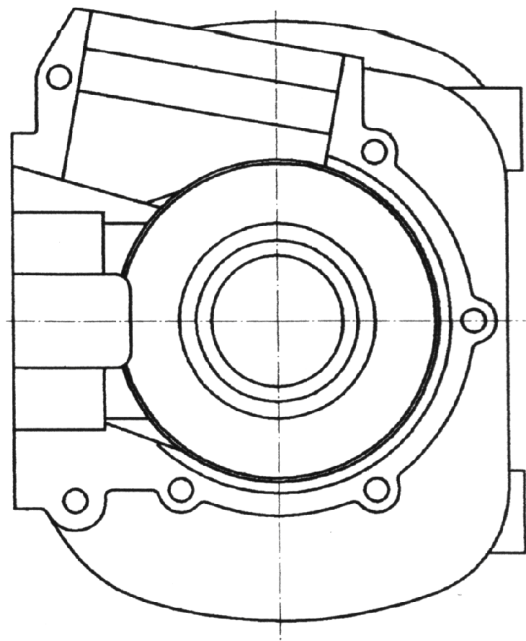
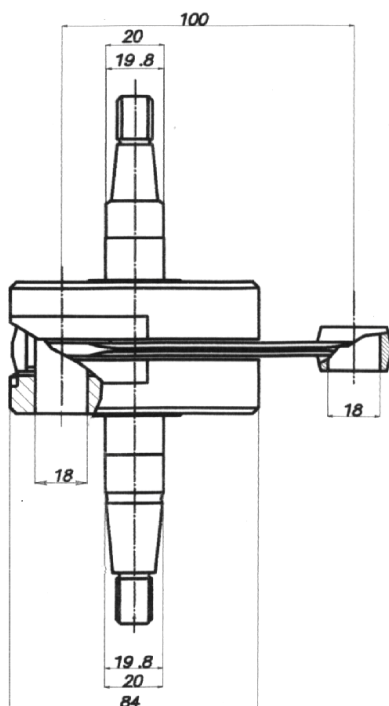


PHOTO DE L'ARRIÈRE  
DU MOTEUR

*PHOTO OF THE BACK  
OF THE ENGINE*

PHOTO DE L'AVANT  
DU MOTEUR

*PHOTO OF THE  
FRONT OF THE  
ENGINE*

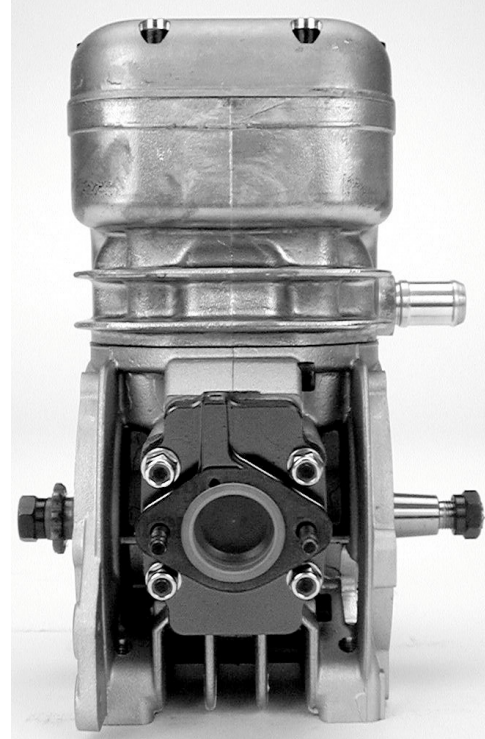
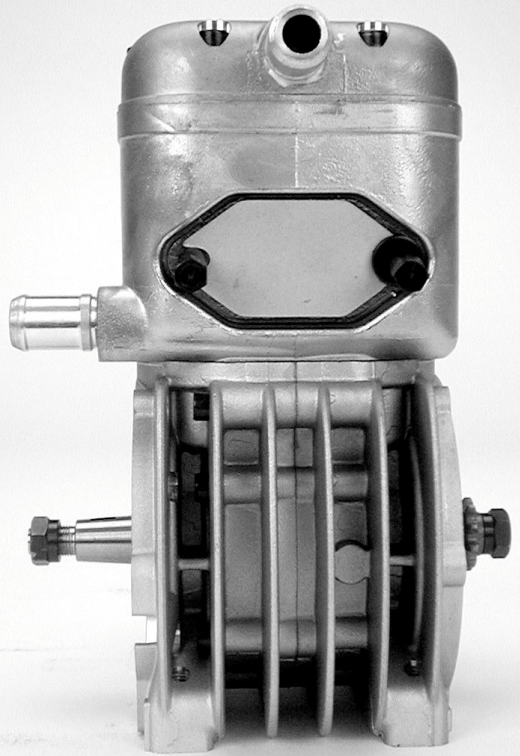


PHOTO DU MOTEUR  
PARTIE SUPÉRIEURE

*PHOTO OF THE  
ENGINE TAKEN  
FROM ABOVE*

PHOTO DU MOTEUR  
PARTIE INFÉRIEURE

*PHOTO OF THE  
ENGINE TAKEN FROM  
BELOW*

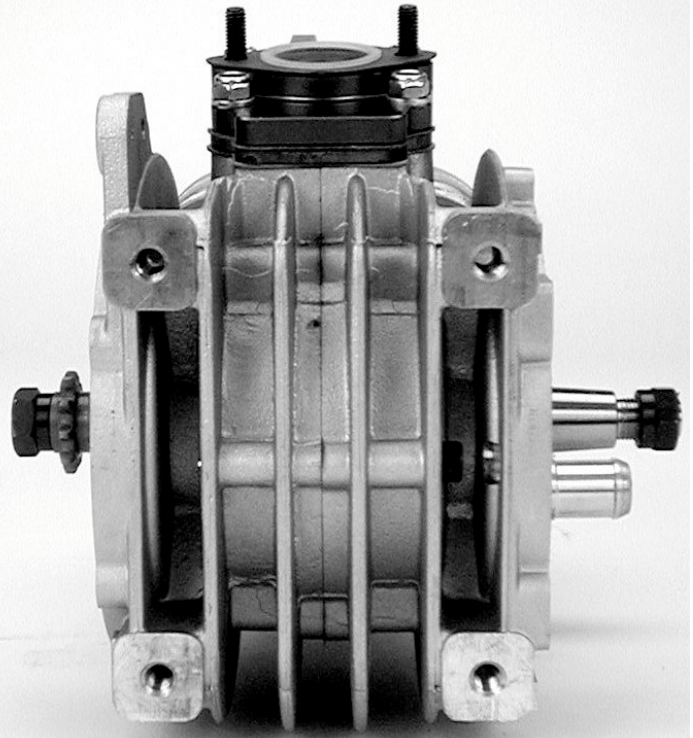
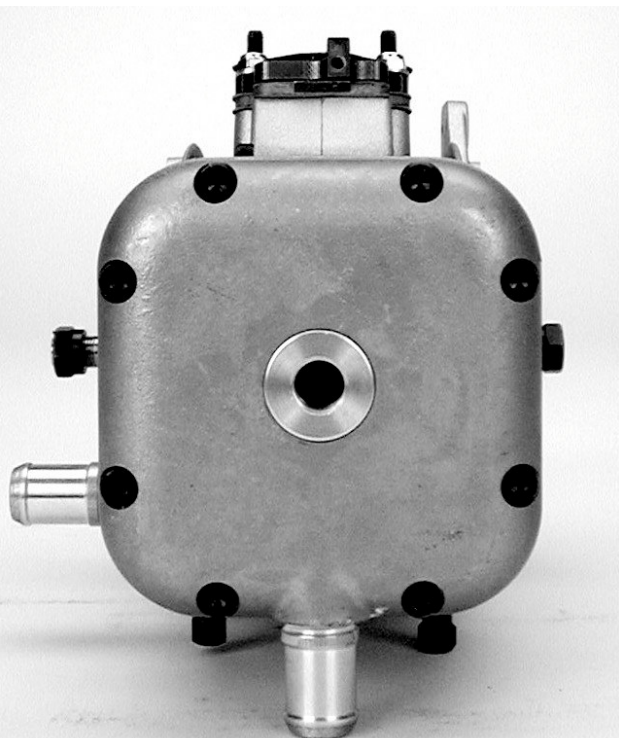
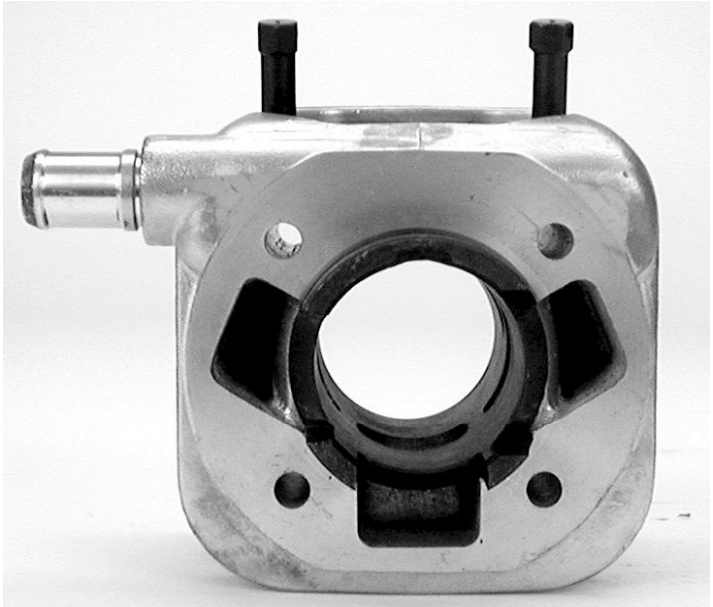
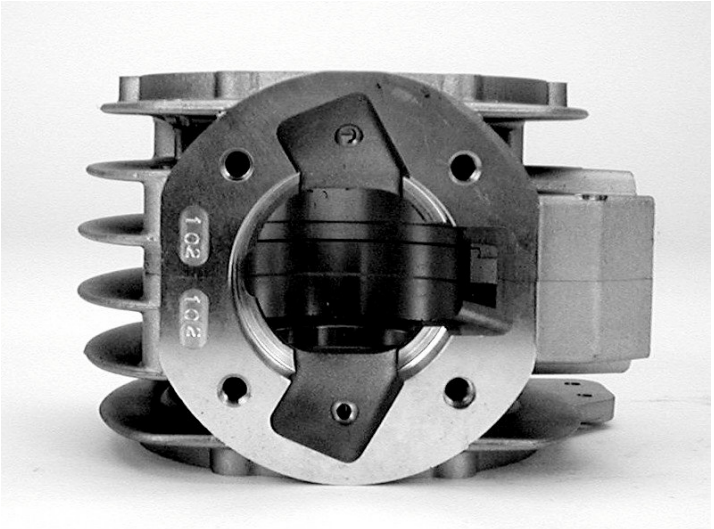


PHOTO DU PIED DU CYLINDRE	<i>PHOTO OF THE BASE OF THE CYLINDER</i>	PHOTO DU CARTER ( CÔTÉ JOINT )	<i>PHOTO OF THE SUMP ( GASKET SIDE )</i>
 A black and white photograph showing the front view of a metal cylinder base. It features a large central circular opening with a smaller inner hole. There are four small circular holes around the perimeter of the base. Two vertical studs are visible at the top, and a horizontal pipe-like protrusion is on the left side.		 A black and white photograph showing the side view of a metal sump. It has a circular top flange with several holes. The main body is cylindrical with a series of horizontal cooling fins. A central opening is visible, and there are some markings on the side, including the number '102'.	