



# KT100

*Jean Louis Genibrel*

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## **KT100** Jean Louis Genibrel

The Complete Yamaha KT100 Kart Racing Engine RACING, TUNING, MACHINING, BLUEPRINTING  
By: Jean L. Genibrel The Yamaha KT100 two-stroke air cooled engine is the world's most popular high performance kart racing engine, on any track, in any country. The KT100 classes offer the most competitive racing and affordability. Written specifically for the novice to move to the front and for the advanced kart racer to learn all the latest tuning and machining data for dirt, oval or Sprint Karting. Each and every chapter of the KT 100 book is chuck-full of knowledge, tests, data, tuning tips and money saving and speed tech. No Matter which Kart Chassis you race in Sprint, Dirt, Pavement, Offset, Straight Up; CRG, Tony Kart, Arrow, Birel, Phantom, Easy Kart, Coyote Kart, Comet, Invader, Margay. Learn how to win kart races with your Yamaha KT 100. Do you run a TAG Motor, HPV, Parilla, Comer or a Rotax? As the world's most read karting book author, Genibrel had access to many of the best KT engine builders and tuners in the US and Europe. Chapters Include: • Two-Stroke Tuning: Two-Stroke Fundamentals, Design of the KT 100, Power Gains and Losses, Regaining Losses, Noise, Exhaust noise, Fundamental operation of the Two-Stroke Engines, Expansion Chamber Function, and Gaining Power. • Cooling & Lubrication: Air Cooling the KT100 Two-Stroke, Care of the "cooling system", Air Flow, Cooling the Piston Ring, Taking Advantage of Oil Cooling, Piston Skirt and Cylinder Wall, Residue Formation, "Low Ratio Oils", Racing Conditions, Synthetic Engine Oils, Benefits of Using Synthetic Oil, Additives, and Oil Tests. • The Crankcase: Basic Function, The Yamaha KT100 Crankcase, Alignment, Misalignment, Disassembly, Measurements, Disassembly and Cleanliness, Sealants, Tools and Fixtures, machining, Installing the Seals, and Tools. • Crankshaft and Connecting Rod: Basic Function, Rebuilding The Yamaha KT100 Crankshaft, Crankshaft Balance, Measuring the Big End Bearings, The Connecting Rod Assembly, Inspection, Checking Pin to Rod Clearances, Rod Rebuilding, Crankshaft Assembly, Main Bearings, LAD Tools Necessary for Crankshaft and Connecting Rod Rebuilding. • KT100 Pistons: Basic Function, Desirable Qualities, Important Factors, Weight, Expansion Rate, Piston Alloys, Piston to Cylinder Clearances, Other Clearances, Piston Shapes, Cam Shape, Piston Skirt Finish, Ring Land Thickness, Piston Coatings, Piston Sizes, Piston and Pin Weights, Wrist Pins, Pin to Piston Clearance, Pin End Play, Wrist Pin Circlips, Wrist Pin Offset and Effect on Port Timing, Geometry and Power, Piston Manufacturing, Piston Pin Bosses, Manufacturers, Maintenance, Checking Compression of a Yamaha KT100. Comparison of the Burris, Yamaha, Wiseco, KSI, RKE Pistons. • The KT100 Cylinder: KT100 Cylinder Port Diagram, Performance Gains, Reducing Friction in the KT100, Big Bore Fallacy, Blowdown, Machining the Cylinder, Fitting the Piston, Cross Hatch Pattern, Honing, Honing Process, Profilometer, Flat Stone Boring Tools and Ball Hones, Setting the Ports, Setting the Exhaust Port Opening, Setting the KT100 Port Opening to WKA and IKF Regulations. • Piston Ring: Basic Function, Requirements, Ring Seal, Ring Requirements, Tension and Drag, Ring Installation, Clearances, Construction, Using O and H Gold Rings, O&H, Identifying Ring Temperature by its Color. • Cylinder Head: Basic Function, The KT100 Combustion Chamber, Thermodynamics, The Yamaha KT100 Squish Band, Squish Dynamics, Turbulence, Squish Velocity, Using Squish to Improve Performance, Machining the Squish Band, Squish Width, and Machining Guidelines. • Ignition, Carburetion: The KT Ignition, Timing, Operation, Spark Plugs, Filters and Air boxes, Air Filter Construction, Helmholtz Resonator, Cleaning the Air Filter for Performance, Air Flow, Reversion Control, Ram Effect, WKA Specifications for the Walbro WB3A, Helmholtz Resonators and Airboxes, Tuning with Temperatures, Walbro WB3A Settings, Setting the Pop Off Pressure and more...

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