

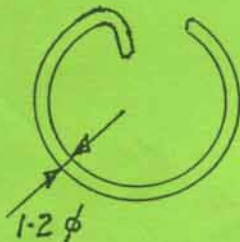
YAMAHA TECHNICAL SERVICE INFORMATION

PRODUCT	KART ENGINES	T.S.I. No.	003/93
MODEL	KT100S	DATE	19/2/92
SUBJECT	PISTON PIN CIRCLIP		

DURING 1993 THE PRESENT PISTON PIN CIRCLIP DESIGN (EARED TYPE) WILL BE CHANGED TO THE EARLESS TYPE, AND THE WIRE DIAMETER REDUCED.

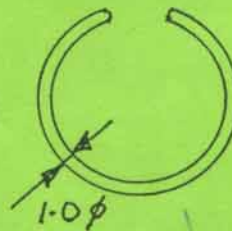
PRESENT DESIGN

93450-15023



FROM 1993

90468-12N00



DUE TO THE ABOVE, TWO MODIFICATIONS HAVE BEEN CARRIED OUT ON THE PISTONS.

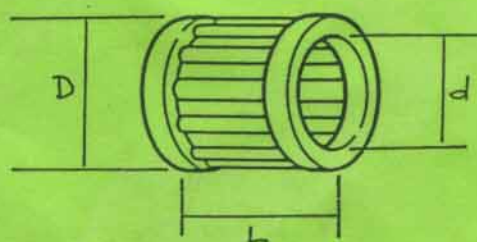
1. NOTCHES ADDED TO BOTH SIDES OF PISTON FOR CIRCLIP REMOVAL.
2. MODIFIED CIRCLIP GROOVE IN PISTON DUE TO CHANGE IN CIRCLIP WIRE DIAM.
(1.2mm → 1.0mm)

NOTE:

PLEASE ENSURE YOU ARE AWARE OF THE ABOVE WHEN FITTING PISTON AND CIRCLIPS.

YAMAHA TECHNICAL SERVICE INFORMATION

PRODUCT	KART ENGINES	T.S.I. No.	002/93
MODEL	KT100J, KT100S, KT100AX, AZ, KT135AX	DATE 19/2/93	
SUBJECT	SMALL END BEARING		

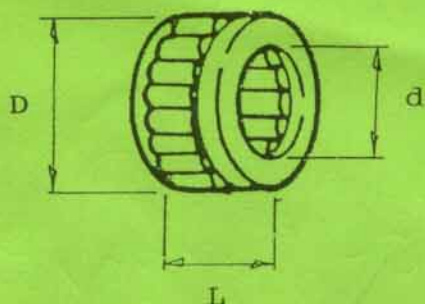


MODEL	PART NO.	D	d	L	No. of Rollers	Weight (Approx)
KT100J	93310-21403	18	14	16.2	12	7.8gm
KT100S KT100AX KT100AZ KT135	93310-214F8	18	14	16.2	12	9.3gm
* KT100S	93310-214T1	18	14	17.2	12	9.9gm

* USED BY YAMAHA MOTOR COMPANY JAPAN IN DOMESTIC MODEL KT100SC WHICH HOLDS CONNECTING ROD AT BIG END (PISTON PIN WASHERS 7F6-11641-00 DELETED)

YAMAHA TECHNICAL SERVICE INFORMATION

PRODUCT	KART	T.S.I. No.	005/93
MODEL	KT100J KT100S	DATE	8/4/93
SUBJECT	BIG END BEARING		



MODEL	PART NUMBER	D	d	L	NUMBER OF ROLLERS	ROLLER LENGTH	WEIGHT (Approx)
KT100J	93310-320T4	26	20	14	13 (Fixed) (Rollers)	10.70mm	13.7 gm
KT100S	93310-320T6	26	20	16.2	13 (Loose) (Rollers)	11.75mm	16.5 gm
* KT100S	93310-320T3	26	20	14	14 (Loose) (Rollers)	10.70mm	14.5 gm

* USED BY YAMAHA MOTOR COMPANY IN MODEL KT100SC WHICH HOLDS CONNECTING ROD AT BIG END END OF CONNECTING.

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YAMAHA TECHNICAL SERVICE INFORMATION

PRODUCT	KART	T.S.I. No.	006/93
MODEL	KT100S	DATE	14/9/93
SUBJECT	PISTON PIN CIRCLIP & PISTON		

AS PREVIOUSLY ADVISED IN T.S.I. 003/93, THE PISTON PIN CIRCLIP, TOGETHER WITH THE PISTON, HAVE BEEN CHANGED.

THESE PARTS HAVE BEEN INCORPORATED FROM;

E/NO. 7U5-518458

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YAMAHA TECHNICAL SERVICE INFORMATION

PRODUCT	KART	T.S.I. No.	007/93
MODEL	KT100S	DATE	14/9/93
SUBJECT	CYLINDER HEAD		

THE KT100S CYLINDER HEAD MANUFACTURE HAS CHANGED TO A DIE CAST TYPE AND HAS BEEN INCORPORATED FROM;

E/NO. 7U5-518458

THE APPEARANCE OF THESE CYLINDER HEADS IS CHARACTERISED BY THEIR SMOOTHER FINISH, TOGETHER WITH A CHANGE IN DESIGN IN THE AREA OF THE HORIZONTAL FINS. BASICALLY THERE WERE 2 HORIZONTAL FINS ON THE EARLIER HEADS WHEREAS THE NEW DIE CAST HEADS HAVE ONLY ONE HORIZONTAL FIN.

PART NUMBER CHANGE:

787-11111-03



787-11111-04

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YAMAHA TECHNICAL SERVICE INFORMATION

PRODUCT	KART	T.S.I. No.	001/94
MODEL	1994 KT100S	DATE	20.1.94
SUBJECT	CRANKSHAFT & INDUCTION SILENCER ADAPTOR		

DURING 1994 KT100S ENGINES MANUFACTURED FOR AUSTRALIA WILL BE PRODUCED WITH THE FOLLOWING CHANGES:

. CRANKSHAFT

"DIRECT DRIVE TYPE" CRANKSHAFTS WILL BE FITTED, WITH THE DRIVE SIDE CRANKSHAFT SHORTER THAN THE EXISTING "CLUTCH TYPE" AND THE TAPER MACHINED TO ACCEPT THE EUROPEAN TYPE DRIVE SPROCKET AND 12MM NUT.

ENCLOSED IS A DIAGRAM SHOWING BOTH "DIRECT DRIVE TYPE" AND "CLUTCH TYPE" DRIVE SIDE CRANKSHAFTS.

ALSO ENCLOSED IS DIAGRAM AND PARTS LIST, OF NOT ONLY THE "DIRECT DRIVE TYPE", BUT ALSO THE 1994 "CLUTCH TYPE", BOTH OF WHICH WILL BE AVAILABLE THROUGH THE SPARE PARTS DEPARTMENT OF YAMAHA MOTOR AUSTRALIA.

NOTE:

BOTH OF THE ABOVE 1994 CRANKSHAFT TYPES LOCATE THEIR CONNECTING RODS AT THE BIG END.

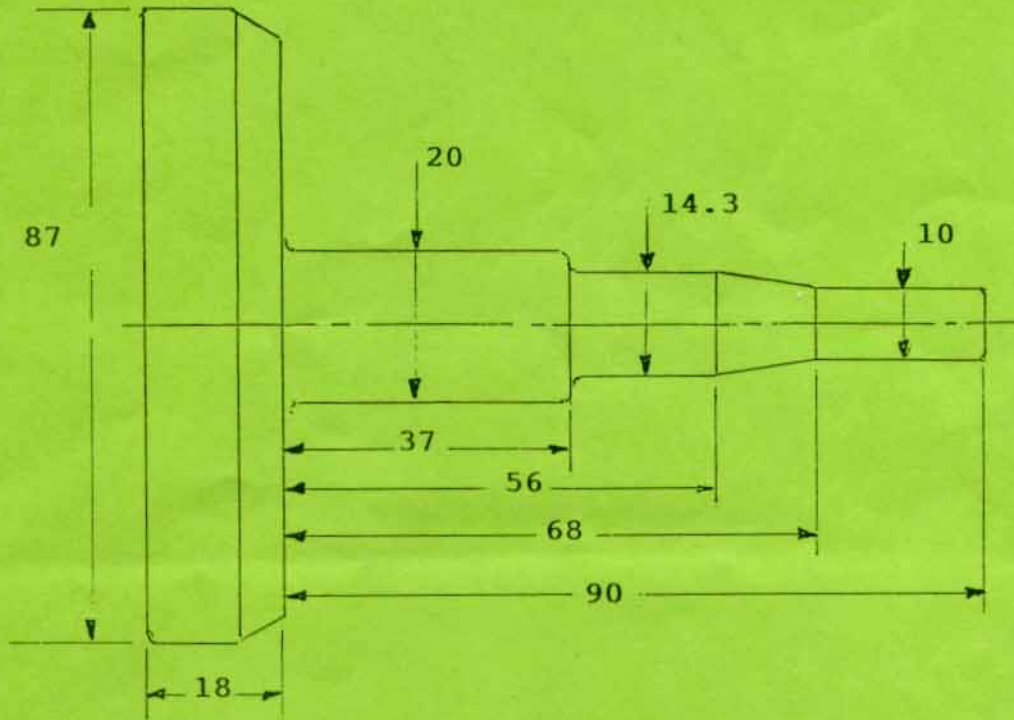
THERE IS INTER-CHANGEABILITY BETWEEN ALL CRANKSHAFT PARTS, BOTH CURRENT AND 1994 DESIGNS, HOWEVER IT SHOULD BE UNDERSTOOD THAT THE LOCATION OF THE CONNECTING ROD (PISTON END OR BIG END) IS AN IMPORTANT POINT WHICH MUST BE TAKEN INTO ACCOUNT WHEN INTERCHANGING PARTS, ESPECIALLY WHEN SETTING THE END CLEARANCE OF THE BIG END BEARING/CONNECTING ROD ASSEMBLY AND THE END FLOAT OF THE CRANKSHAFT IN THE CRANKCASES.

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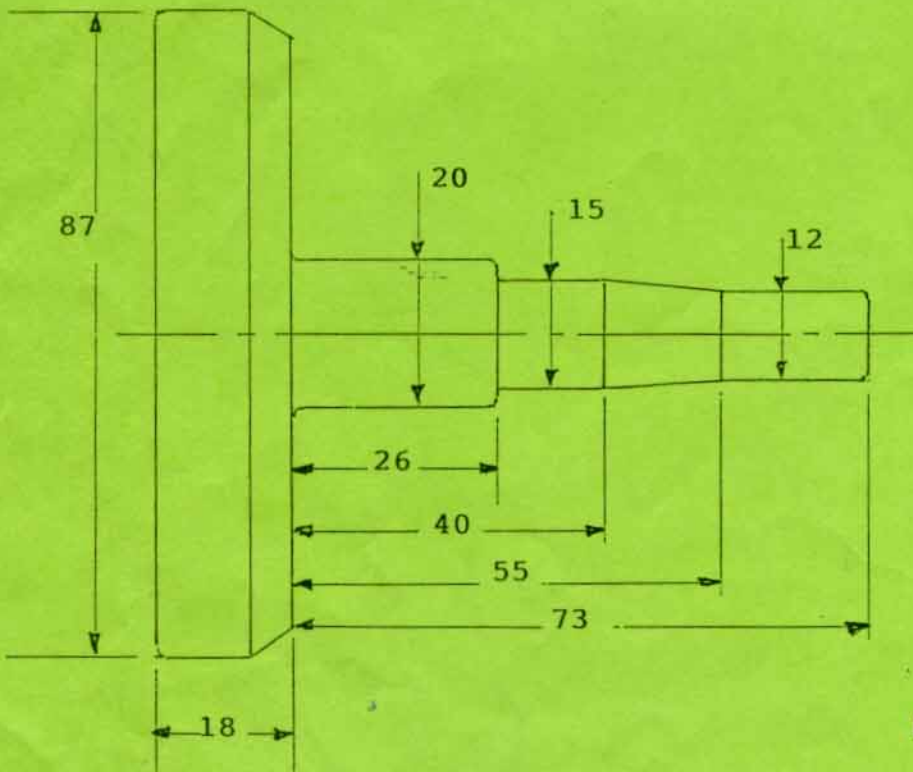


KT100S

"CLUTCH TYPE" DRIVE SIDE CRANKSHAFT



"DIRECT DRIVE TYPE" DRIVE SIDE CRANKSHAFT



CARBURETTOR TO INDUCTION SILENCER ADAPTOR

AT THE SAME TIME AS THE INTRODUCTION OF THE "DIRECT DRIVE TYPE" CRANKSHAFT, A DIE CAST ALUMINIUM INDUCTION SILENCER ADAPTOR WILL BE FITTED TO THE CARBURETTOR, AS PER THE ENCLOSED DIAGRAM AND PARTS LIST.

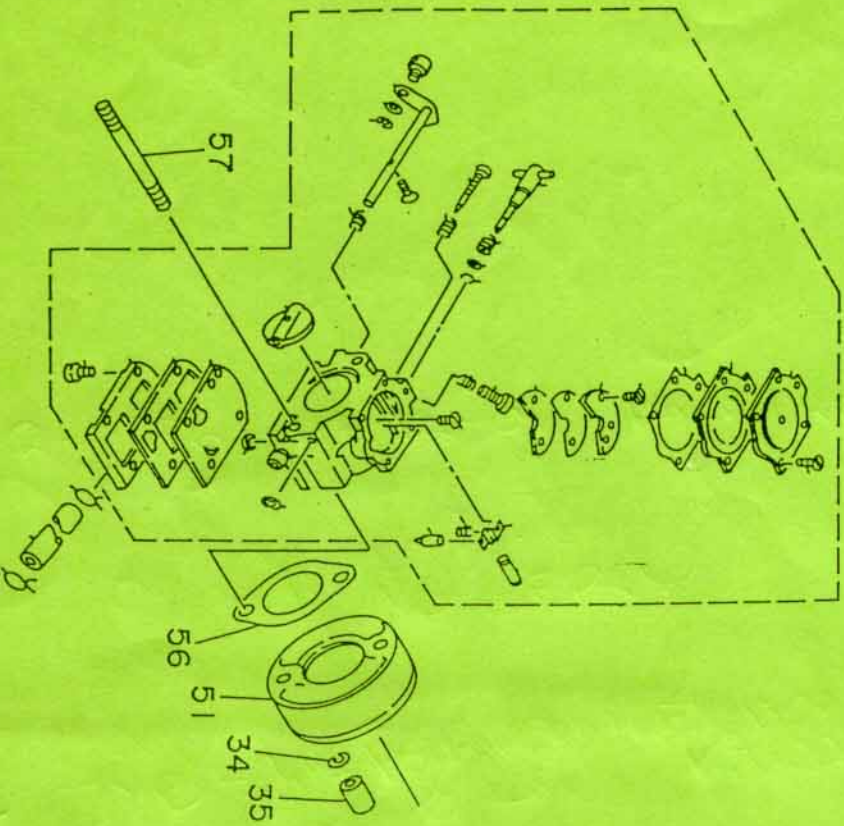
PLEASE NOTE:

AS THE ABOVE 1994 KT100S ENGINES HAVE NOT BEEN RELEASED AT THIS TIME, THE SPARE PARTS STOCK HOLDING OF THE NEW FOR 1994 PARTS ARE, AT THIS TIME, AT MINIMUM LEVELS, THEREFORE IT MAY BE ADVANTAGEOUS FOR DEALERS TO DISCUSS THEIR REQUIREMENTS WITH OUR SPARE PARTS DEPARTMENT.



KT100S

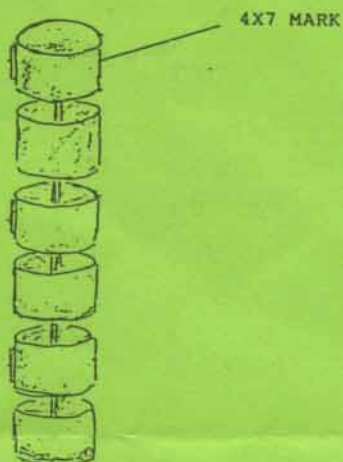
INDUCTION SILENCER ADAPTOR



REF NO	PART NO.	DESCRIPTION	QTY
34	92995-06100	WASHER, spring	2
35	90179-06333	NUT	2
51	7YF-14453-03	ADAPTOR	1
56	7YA-13556-00	GASKET	1
57	90116-06N16	STUD	2

YAMAHA TECHNICAL SERVICE INFORMATION

PRODUCT	KART ENGINES	T.S.I. No.	003/94
MODEL	KT100S	DATE	19.4.94
SUBJECT	FIN DAMPERS		



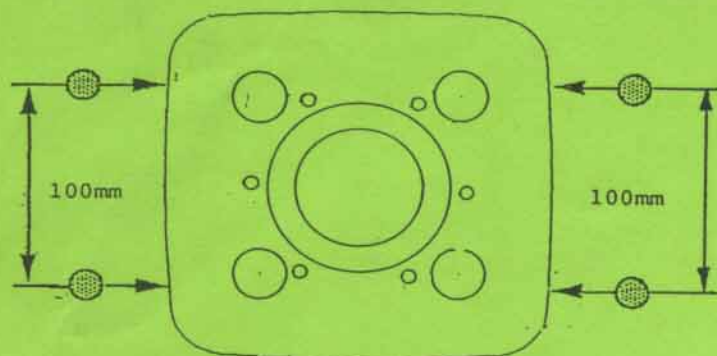
DURING 1994 WE WILL BE RECEIVING KT100S ENGINES WHICH WILL HAVE 8 FIN DAMPERS PACKED WITH EACH ENGINE

SEE DIAGRAM

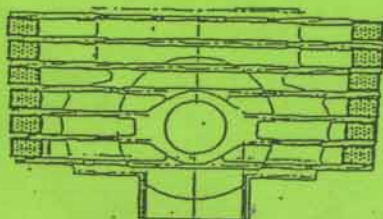
FITTING INSTRUCTIONS

CYLINDER

FIT 4 DAMPERS INTO THE CYLINDER FINNING TO THE DIMENSIONS SHOWN.



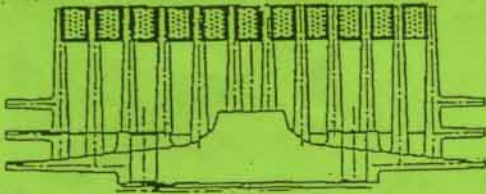
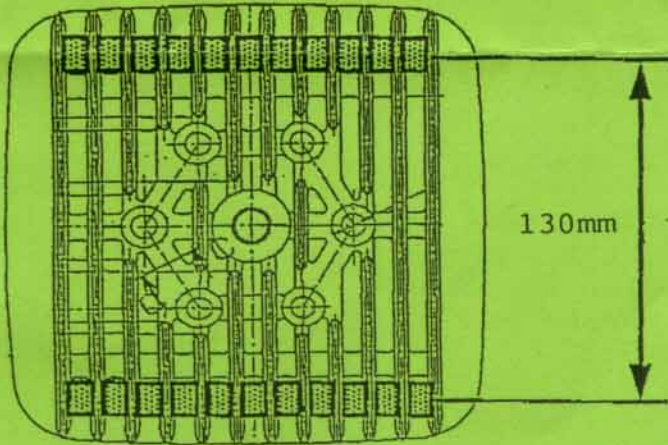
- INITIALLY FIT THE DAMPERS USING FINGER PRESSURE NOTING THAT THE 4X7 MARK SHOULD FACE OUTWARDS.
- USING A SOFT FACED HAMMER DRIVE THE DAMPER INTO THE FINNING UNTIL THEY ARE FLUSH WITH THE OUTSIDE OF THE FINNING AS PER THE DIAGRAM.



CYLINDER HEAD

FITTING IS AS PER THE CYLINDER HOWEVER THE DISTANCE IS 130MM AS PER THE DIAGRAM.

NOTE: AS THE TOTAL NUMBER OF "BUTTONS" USED ON THE CYLINDER HEAD IS 22 THERE WILL BE 2 "BUTTONS" WHICH CAN BE DISCARDED.



FIN DAMPER PART NUMBER: 4X7-11161-00

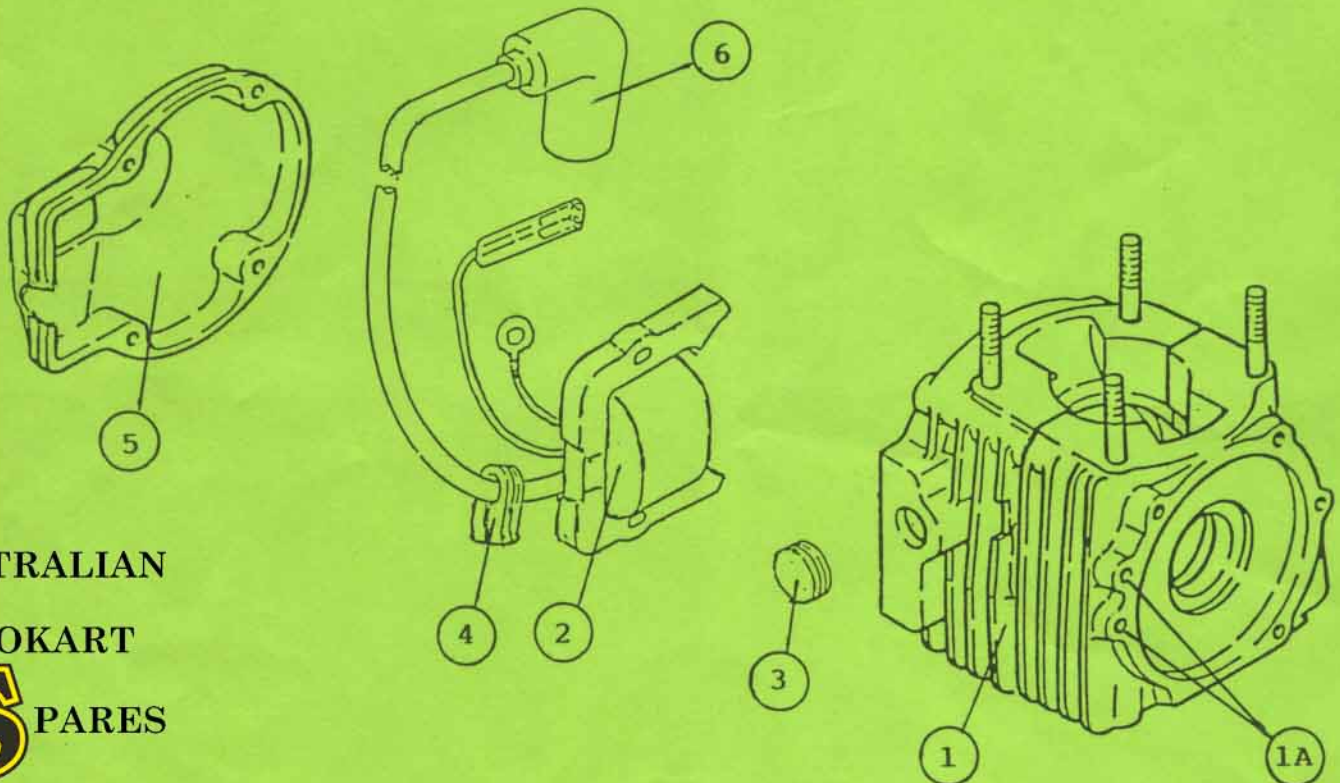
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YAMAHA TECHNICAL SERVICE INFORMATION

PRODUCT	KART	T.S.I. No.	001/96
MODEL	KT100S	DATE	8/2/96
SUBJECT	CHANGES TO VARIOUS ITEMS		

THE FOLLOWING ITEMS HAVE BEEN MODIFIED, OR NEWLY INTRODUCED.

FROM E/NO. 7MJ-402445 ~



1. CRANKCASE ASSY

MAIN BEARING LUBRICATION HOLES MOVED IN BOTH RH & LH CRANKCASES TO IMPROVE MAIN BEARING LUBRICATION.

DELETION OF 8MM THREADED HOLES IN RH & LH CRANKCASES.
DELETION OF 2 X 6 MM THREADED HOLES IN RH CRANKCASE (1A).

OLD PART NO.	NEW PART NO.	INTERCHANGEABLE
787-15100-04	787-15100-05	YES

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PARTS

2. IGNITION COIL

EXTERNAL CASING HAS BEEN CHANGED.
WHEN FITTED THE HIGH TENSION LEAD FACES OUTWARDS
WHEREAS THE PREVIOUS TYPE FACED INWARDS.

NOTE: INTERNAL PARTS ARE IDENTICAL TO THE PREVIOUS IGNITION COIL.

PREVIOUS PART NO.	NEW PART NO.	INTERCHANGEABLE
7F6-85510-00	7F6-85510-01	YES (SEE 4 & 5)

3. GROMMET

INTRODUCED TO BLOCK OFF HIGH TENSION LEAD HOLE IN LH
CRANKCASE.

PREVIOUS PART NO.	NEW PART NO.	INTERCHANGEABLE
-	90480-18N09	-

4. GROMMET

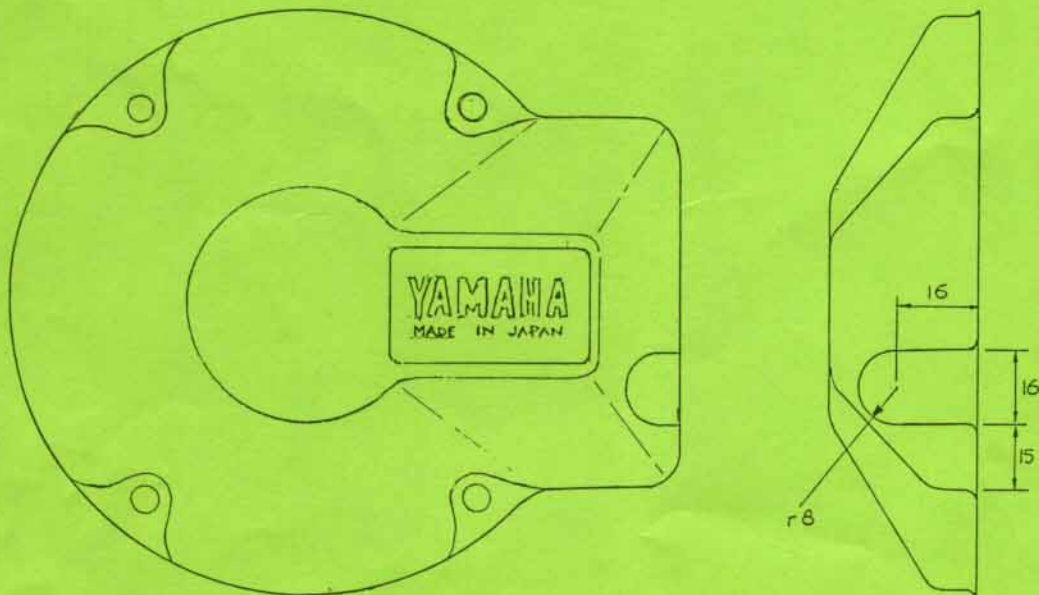
INTRODUCED TO PROTECT HIGH TENSION HEAD WHERE IT PASSES
THROUGH IGNITION COVER.

PREVIOUS PART NO.	NEW PART NO.	INTERCHANGEABLE
-	90480-16N08	-

5. IGNITION COVER

MODIFIED TO ALLOW HIGH TENSION LEAD TO PASS THROUGH IT,
WITH GROMMET 4, FITTED.

PREVIOUS PART NO.	NEW PART NO.	INTERCHANGEABLE
7F6-15411-01-35	7F6-15411-02	YES (SEE 2 & 4)



PREVIOUS COVER CAN BE MODIFIED BY CUTTING AS SHOWN ABOVE.

6. SPARK PLUG CAP

5KΩ RESISTOR SPARK PLUG CAP NOW FITTED.

PREVIOUS PART NO.	NEW PART NO.	INTERCHANGEABLE
-	7YK-82370-00	YES

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