



VORTEX FACTORY: Via E. Fermi, 5 - 23040 Campobello (PV) - ITALY - Tel: +39 0385 765200

MINI ROK

OWNER'S

MANUAL



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1.1. INTRODUCTION

Thank you for your purchasing of a Vortex engine. This manual contains information on how to help you with getting the best results from your new engine. Furthermore, it will explain you how to operate your Vortex engine safely and in a proper manner.

Vortex update this manual constantly. All the information in this manual is based on the latest experience and product information available at the time of writing.

Vortex reserve the right to make any kind of changes to this manual at anytime without notice and without incurring in any obligation.

This manual shall be considered part of the Vortex engine and should remain with the engine itself if resold.

1.2. SYMBOLS



Personal injury



Mechanical Danger



Caution

Pay attention to the symbols of this manual. They alert you of dangerous situations for you or for your engine.

1.3. SAFETY INFORMATION



- Do not start the engine indoor as garages, trailers, etc. Start the engine in a well-ventilated area only. Exhaust emissions are hazardous to your health.
- Always wear gloves and proper clothing when working on your engine.
- Use caution when handling fuel. Gasoline is flammable and explosive. When working with fuel, do not smoke or use it near fire or flames. Avoid any skin contact and inhaling fuel vapors.
- Never touch moving parts when the engine is running.
- During operation both engine and muffler, become very hot. Do not touch them and do not place anything on them after operation.
- Do not touch the spark plug or cable. It may provoke electrical shocks.
- Understand the operation of all controls and learn how to stop the engine quickly in case of emergency.
- Do not use the engine without clutch cover and chain protection.



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1.4. TECHNICAL SPECIFICATIONS



Cylinder Displacement (max)	60cc.
Cylinder Bore (max)	42,10 mm.
Piston Stroke	43,00 mm.
Admission system	Piston Port
Cooling System	Free air
Carburetor	Dell'Orto PHBG 18 BS
Ignition System	Selettra
Ignition Type	Digital
Ignition Timing	3 mm.
Spark Plug Gap	0,8 mm.
Fuel Mixture	3%
Engine Weight	

- All sizes and measurements in this manual are expressed in metrics.
- Always use original Vortex parts and proper tools when working on your engine.
- Proper fuel mix is necessary for optimum engine life and performance.

1.5. SPECIAL TECHNICAL SPECIFICATIONS FOR HOMOLOGATED ENGINE



Vortex Mini Rok Engine is produced in one version only. However, refer to your country homologation file for eventual specific rules and/or sizes.

1.6. PACKAGING

Your engine will be packed in a sealed box with the Vortex logo printed on and a sticker with model and serial number attached. It will be a second box complete with accessories as carburettor, muffler, fuel pump, air box, etc.



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2. ENGINE ASSEMBLING



In order to perform this job, you will need the following tools:

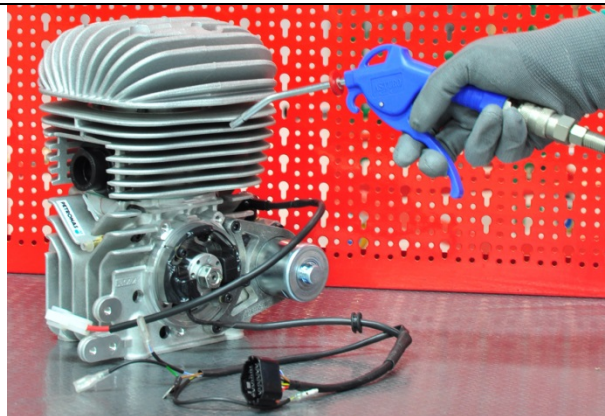
Compressed air	
Allen Wrench	3 - 4 - 5 - 6 - 8 mm
Fixed Wrench	5 - 7 - 8 - 10 - 14 - 17 mm
Flat Pliers	
Socket Spanner	11 mm
Hooker	
Straight Ruler	
Cross Screwdriver	
Flat Screwdriver	
Torque Wrench	

1



Compressed air

Unpack the engine and remove any packaging material on it.

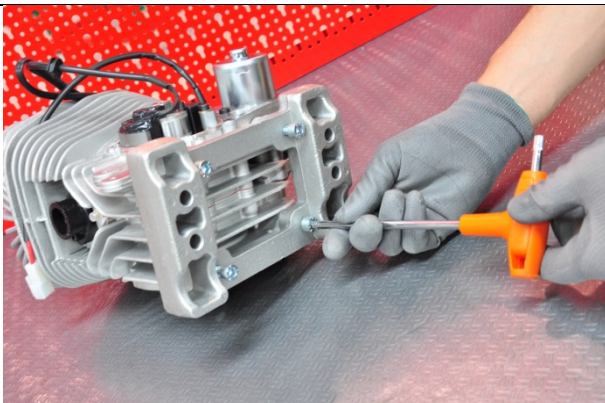


2



6mm Allen Wrench

Lay the engine on its side and attach the engine mount to the engine base with four 8 mm Allen screws.

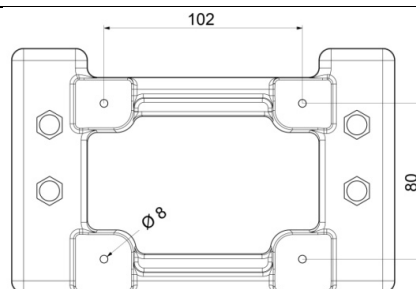




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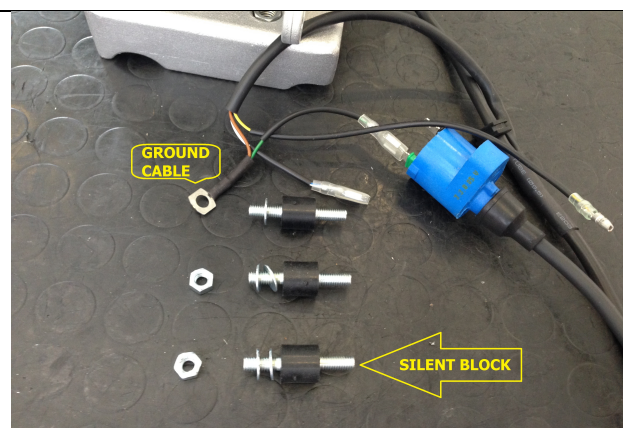
3

Engine Wheelbase Measurements in case you need to drill your engine mount.



4

Prepare the three silent blocks, washers and nuts provided as per photo.

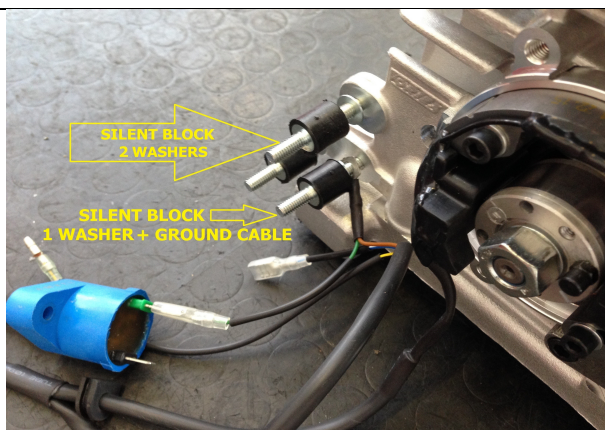


5



10mm Fixed Wrench

Fix the three silent blocks to the engine crankcase as showed in the photo 1.
Pay particular attention to the assembly of the silent block that supports the ground cable.
The ground cable must be between the washer and the crankcase (photo 2).





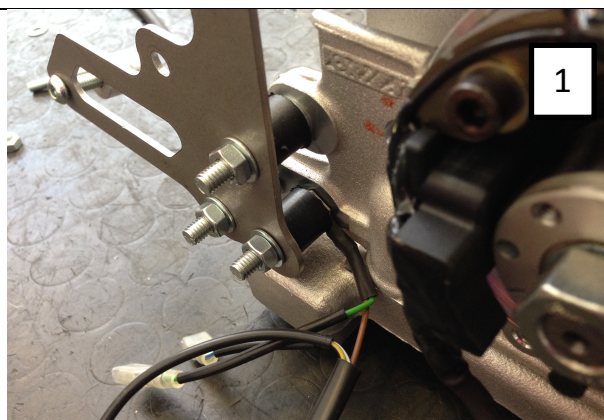
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6



10mm Fixed Wrench

Mount the coil's bracket plate with 6mm nuts and washers supplied (photo1).
The fixing of the silent block on the opposite side is made with the only 6mm nuts (photo 2).
Again, pay attention to the assembly of the silent block that supports the ground cable.
The ground cable must be between the washer and the crankcase, as per Point 5.



7



8mm Fixed Wrench/3mm Allen Wrench

Fix the coil on the bracket with the bottom head screw, washer and 5mm self-locking nut provided.



8

Plug the two ends from the ignition to the coil.
Green cable goes in green plug.





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9

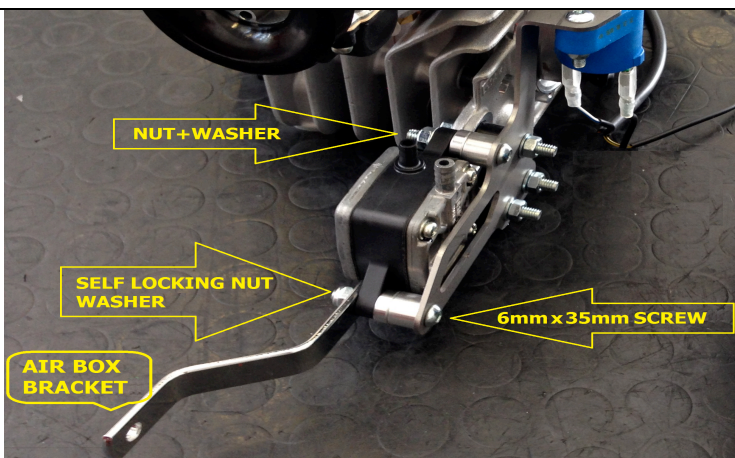


**10mm Fixed Wrench
4 mm Allen Wrench**

Mounts the fuel pump.

Fix in between the support bracket and the fuel pump, one 5mm and one 10mm spacer.

Fix airbox bracket also, by using one 5mm and one 10mm spacer and 6mm screw, washer and self locking nut..



10



Flat Screwdriver

Remove the plastic cap from the head.



Spark Plug Wrench

Tighten the spark plug in the engine head.

Tighten and loosen the spark plug 2/3 times to allow the gasket to seat. Then tighten the spark plug securely.

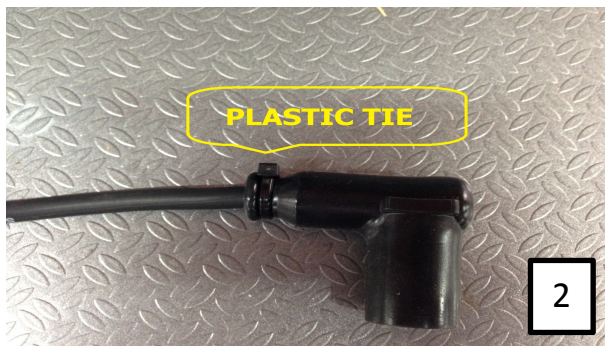


11

Insert the coil cable into the rubber plug cup so it is tight (photo 1).

It is recommended to secure the coil cable by using a plastic tie (photo 2).

Place the plug cap on to the spark plug and push the plug cap down firmly.





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12



Flat Screwdriver

- a. Remove the plastic cap from inlet manifold.
- b. Remove carburettor from its box.
- c. Fit the clamp provided together with the carburettor over the inlet rubber manifold.
- d. Insert the carburettor into the inlet rubber manifold.



13



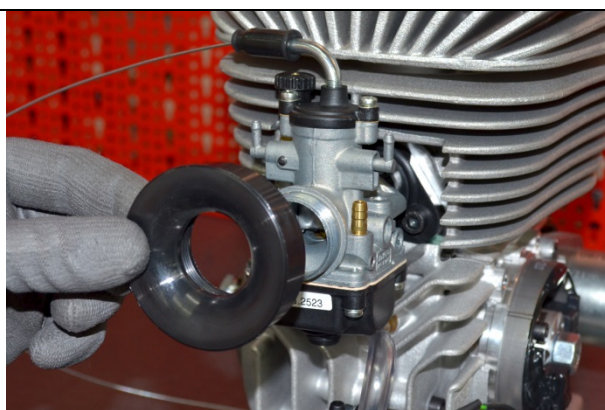
Flat Screwdriver

Ensure the carburettor is correctly seated, then tighten the carburetor to the inlet manifold by using the specific clamp.



14

Screw the air box mount to the carburettor manually. Do not use any tool.





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15



Cross Screwdriver

Remove the top of the carburettor by unscrewing the two screws.



16

Insert the throttle cable into the elbow on top of the carburettor with the lead nut in.

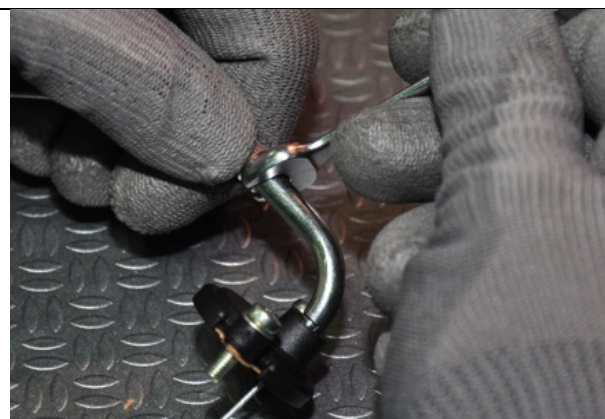


17



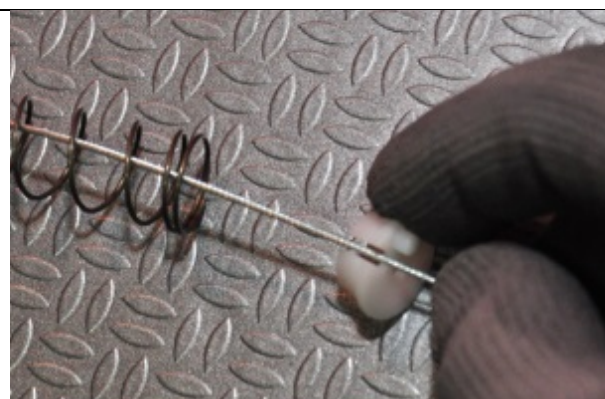
8 mm Fixed Wrench

Tighten the carburettor throttle cable register elbow.



18

Pass the throttle cable through the spring and into the cut in the side of the plastic slide cover.





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19

Take the slide out of the carburettor.



20

Insert the lead at the end of the throttle cable into the hole in the center of the slide.



21

Hook the lead nut in the slide by moving it aside of the center.



22

Place the slide, plastic slide cover and spring into the carburettor.





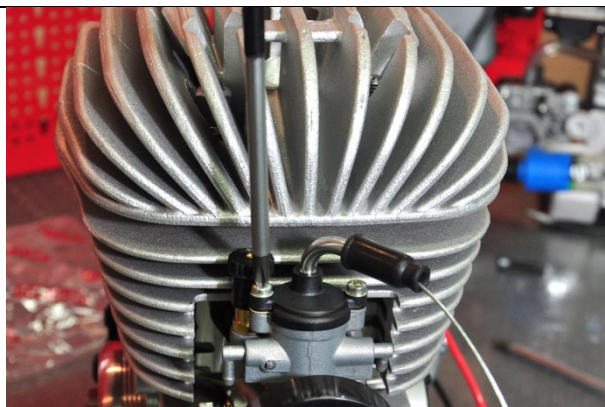
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23



Cross Screwdriver

Fix the top of the carburettor to the carburettor by using the 2 screws unscrewed before in Point 15



24



Flat Pliers

By using flat pliers, very carefully, turn the two carburetor overflow elbows on the carburettor to point upwards.

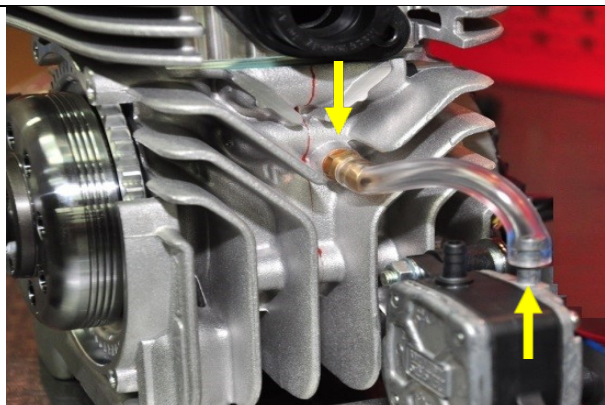


25



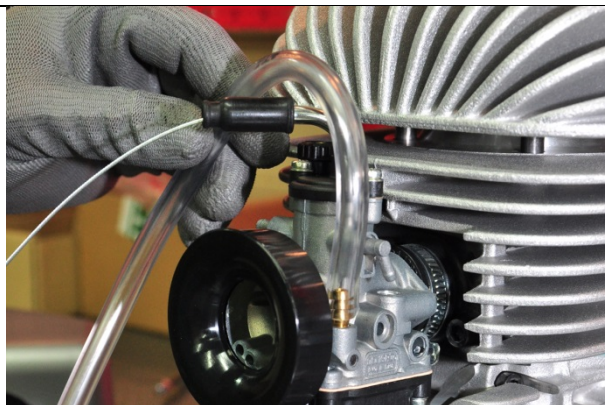
Flat Screwdriver

- Remove the plastic cap from the depression plug.
- Insert the pulse pipe from the side of the fuel pump into the depression plug in the crankcase



26

Insert the fuel line from the outlet on the bottom of the fuel pump (OUT) to the inlet on top carburetor.





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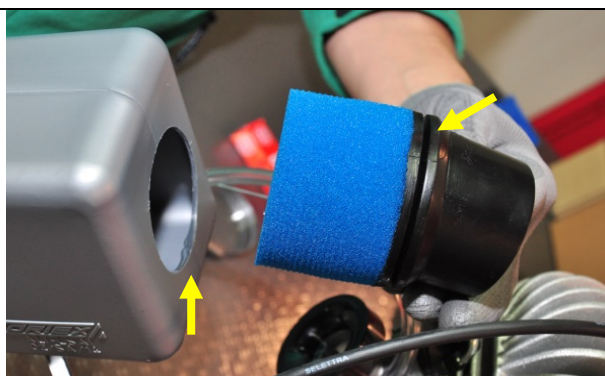
27

Insert the air tube into the intake silencer and then place the plastic stone guard on top of the air tube.



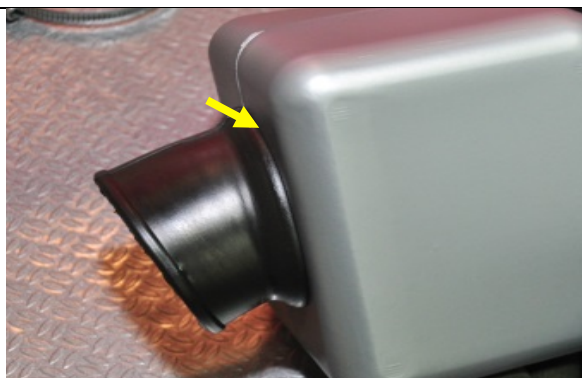
28

Insert the foam filter into the intake silencer. There is a slot in the rubber manifold that should be inserted in the intake silencer.



29

Check the foam filter is properly fixed in intake silencer. Wrongly assembly will cause the loss of the foam filter and/or intake silencer.



30



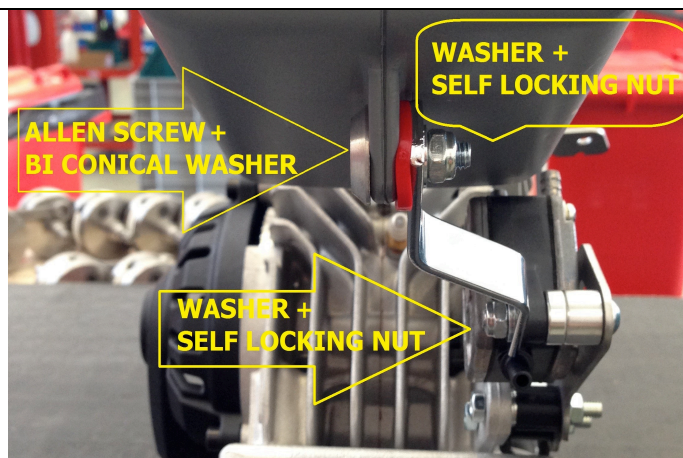
10mm Fixed Wrench
3mm Allen Wrench

Fix the airbox to the support mounted at point **9** by using the counter sunk bolt and washer and 6mm self-locking nut. Fix everything as showed.

Pay attention, a wrongly mounting could cause the airbox off.



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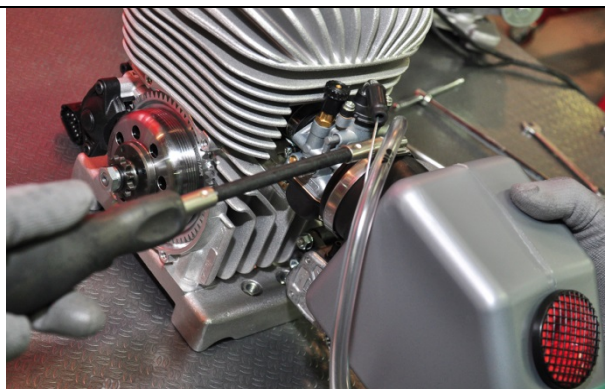


31



Flat Screwdriver

Attach the assembled intake silencer to the adaptor and fix it by using the specific clamp provided.



32



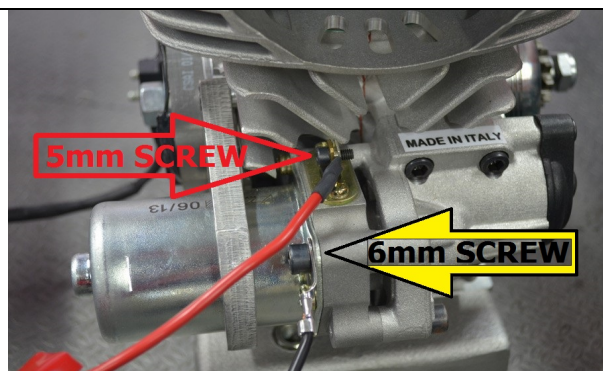
10mm Fixed Wrench

3mm Allen Wrench

Connect the wiring cables to the crankcase of the engine.

Red cable must be connected with the 5mm screw supplied.

To connect the black cable, unscrew the 6mm screw then put the black cable in and fix the screw on the engine again.





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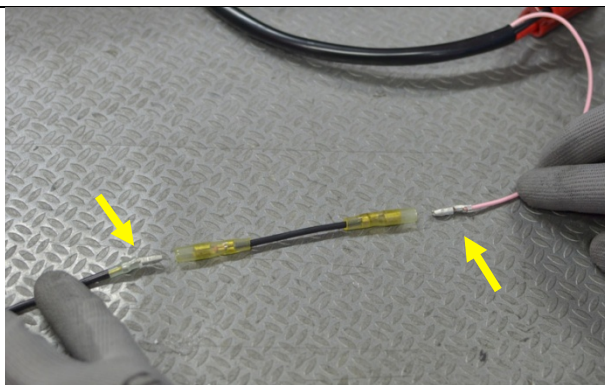
33

Cover both cables ends with the plastic covers inserted in the cables.



34

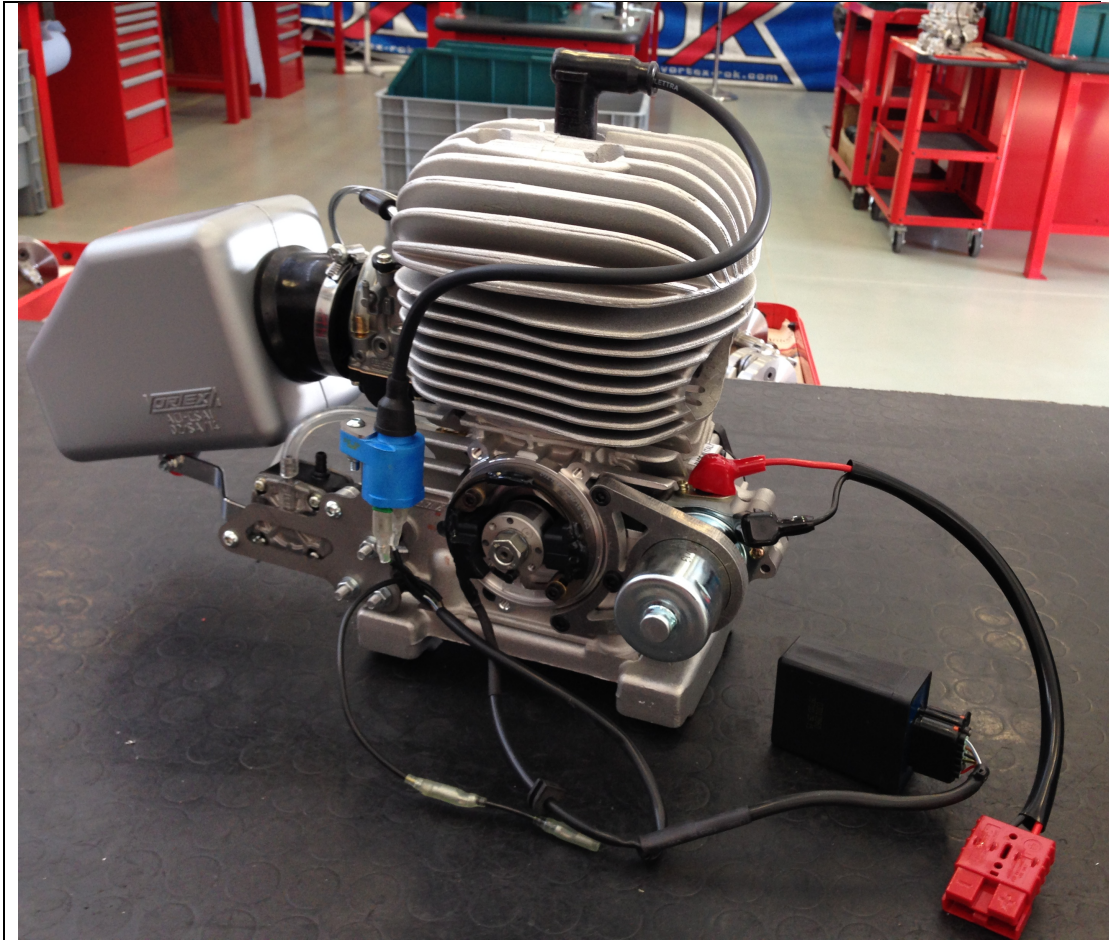
The stop cable end from the ignition is "male".
The stop cable end from the battery is "male" too.
We provide a "female-female" extension to link both ends.



Your engine is now ready to be installed on the chassis



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3. ENGINE/CHASSIS ASSEMBLY



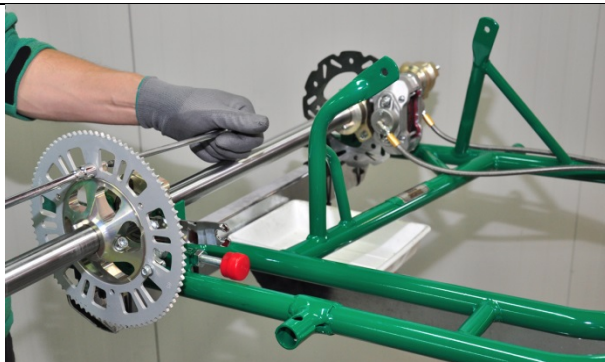
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1



5 mm Allen Wrench + 10 mm Fixed Wrench

Place the sprocket in the sprocket carrier and tighten with washer and nut.

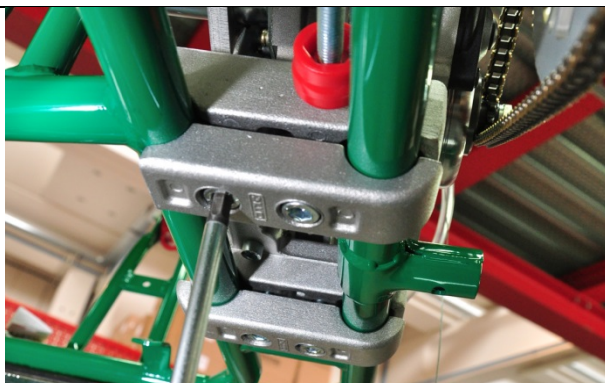


2



8mm Allen Wrench

Now place the engine on the chassis. Tighten the engine mount clamps to the engine mount lightly enough to hold the engine in position. Do not tighten completely

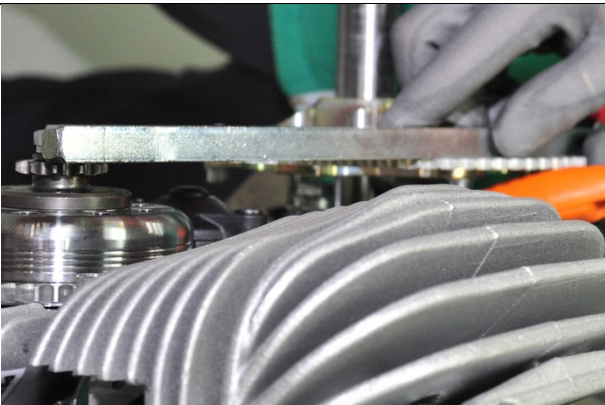


3



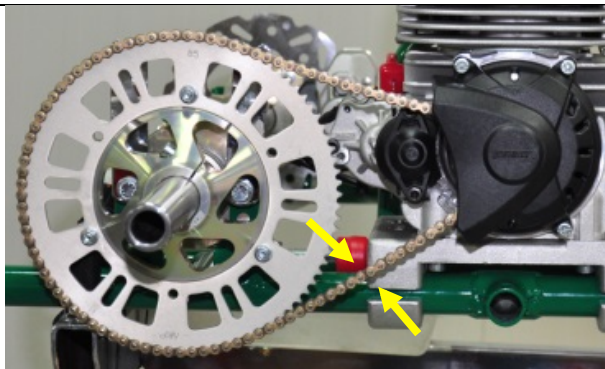
Straight Ruler

Align the rear sprocket (on the axle) with the front sprocket (on the clutch bell). Then install the chain of proper length. Chain length varies with gear sizes.



4

To adjust chain tension, move the engine ahead until the proper tension is reached. Proper tension is around 1 cm. of free up and down movements.





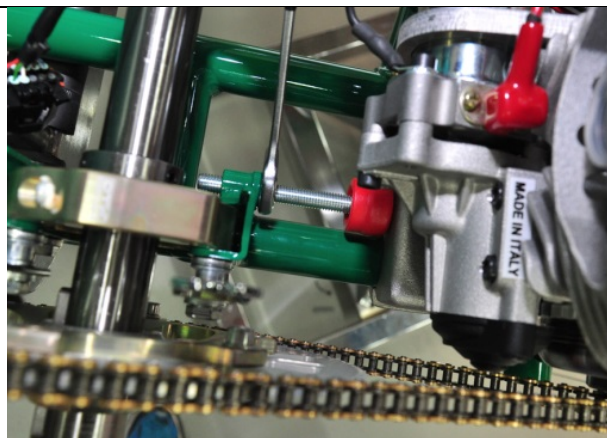
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5



17 mm Fixed Wrench

Once chain tension is correct, tighten mount clamps completely and re-check the chain tension again. Then set the engine stop to just contact the engine mount, (if provided by the chassis manufacturer.)



6



5 mm Allen Wrench

Attach the plastic guard bell cover to the engine by using three 6x20 mm Allen screws.



8

Insert the plastic tube provided on to each one of the carburettor overflow elbows. The tube may be provided in one piece only. In that case, cut the tube in half. The length of each tube should be 40 cm. approx.



9

Place a recovery tank under the carburettor and secure it to the chassis by using cable ties. Make two holes on top of the cap and insert the free ends of the tubes coming from the overflow elbows. This container must be able to vent to atmosphere.





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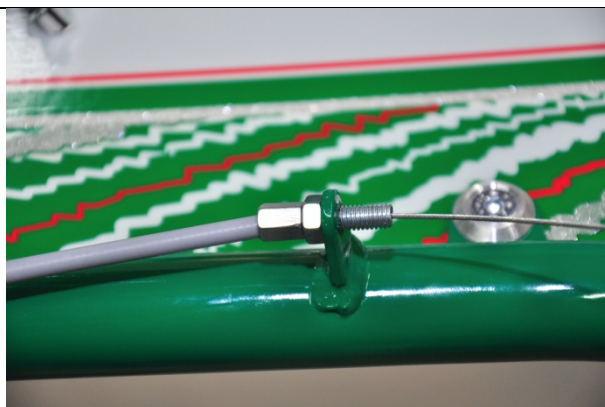
10

Insert now the throttle cable into the outer.



11

Insert the free end of the throttle cable into the register attached to the main rail of the chassis.



12



3mm Allen Wrench

Insert a clamp into the throttle cable and pass the free end through the welded ring on the throttle pedal. Then loop it around and insert the free end of the cable into the to the clamp again and tighten it. Clamp not supplied.





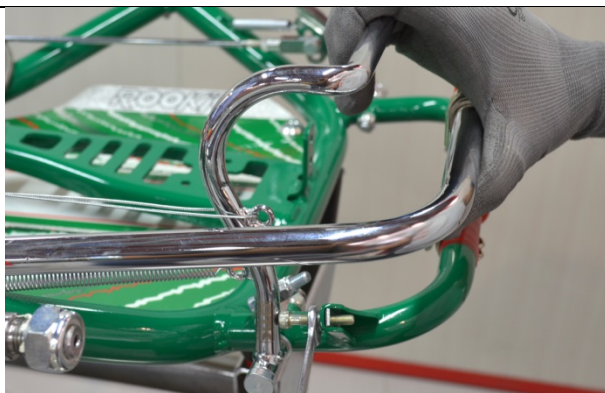
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14



8 mm Fixed Wrench

Adjust the throttle cable by setting the pedal stop on the chassis in order to get the pedal to stop at the point where the slide in the carburettor is fully open.



15



5 mm Fixed Wrench

Attach now the battery cradle to the chassis main rail next to the seat using the specific plastic clamp provided.

A battery mounting spacer plate may be required to clear the brake cable.

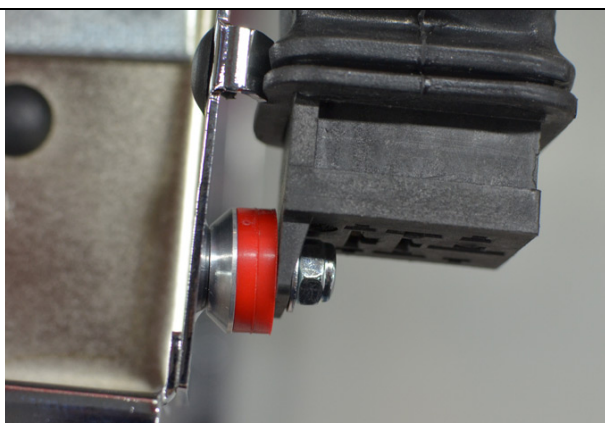


16



4 mm Allen Wrench + 10 mm Fixed Wrench

Remove relay from socket in the wiring loom. Secure the wiring loom to the battery cradle using a 6x25 mm Allen screw, bi conical washer, 2 plastic spacer, washer and 4 mm nut.

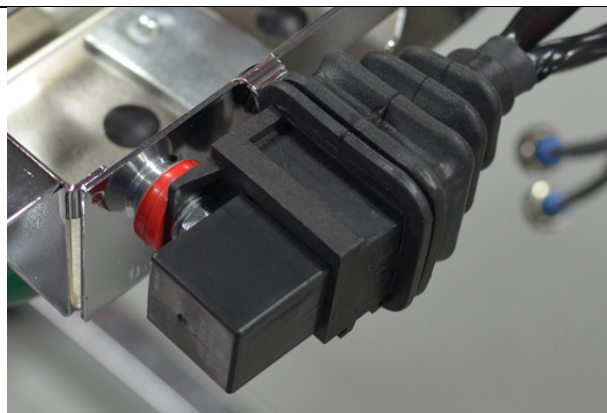




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17

Insert manually the relay into the female plug in the wiring loom. Do not use any tool.

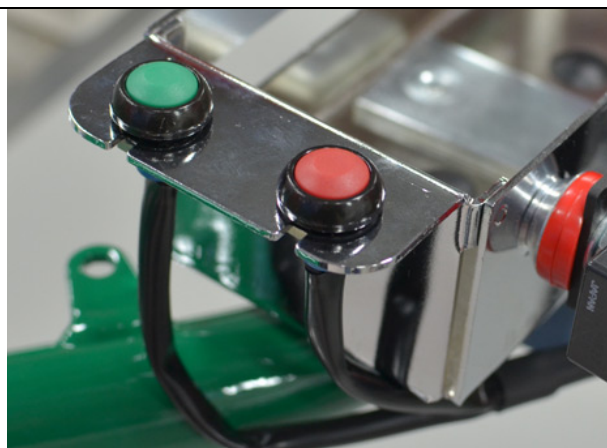


18



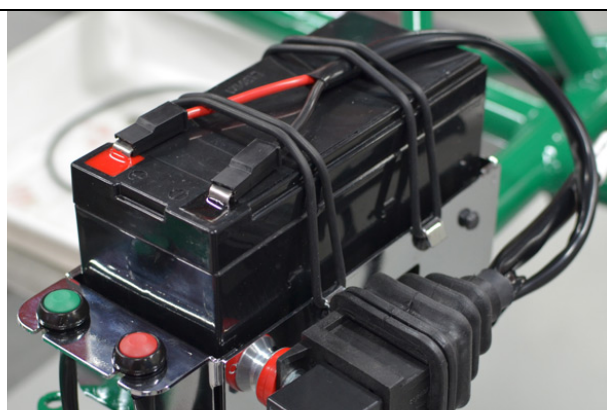
14 mm Fixed Wrench

Place the start bottom (Green) and the stop bottom (Red) in the two slots located in the front of the battery cradle. Secure them with the specific nut attached in the cables.



19

Place the battery in the battery cradle. Insert the battery cables in the battery plugs. Red cable in red plug, black cable in black plug. Secure the battery using the two rubber O.R. provided.

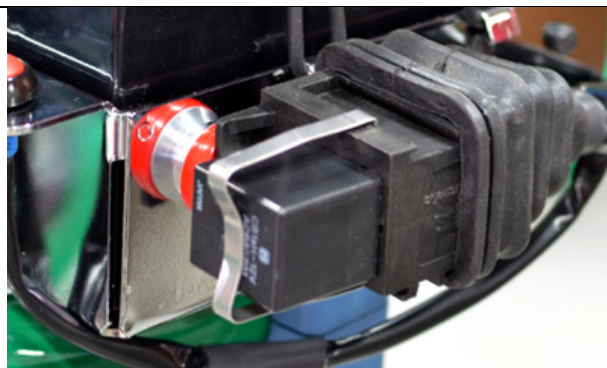




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20

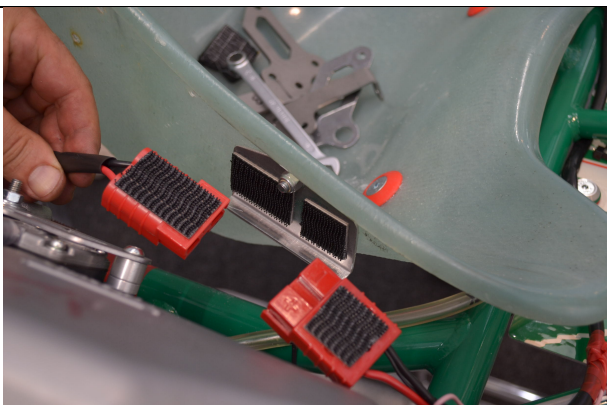
Secure the relay with the specific spring provided.



21

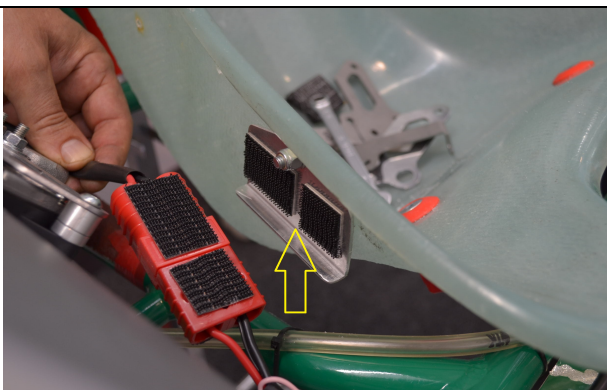
a. Drill the seat and fix the support with the 6mm allen screw, Bi conical washer (red plastic), 6mm washer and 6mm self-locking nut supplied.

b. Fix the self-adhesive supplied on each plug and on the aluminum support as showed.



22

Plug in the two plugs together and then fix them on the support with a light pressure.

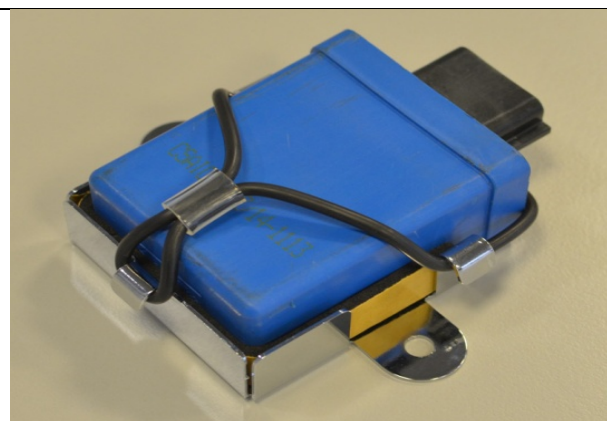


23

a. Cover the inside of the RPM limiter box cradle with the specific foam tape provided. Fit a small piece of fuel line to the O.Ring as showed in the picture and secure the RPM limiter box to the cradle with the O.Ring

b. Attach the cradle to the seat or the chassis.

c. Insert the female plug coming from the ignition on the male plug in the RPM limiter box.





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24

Hook the two springs provided into the exhaust manifold.

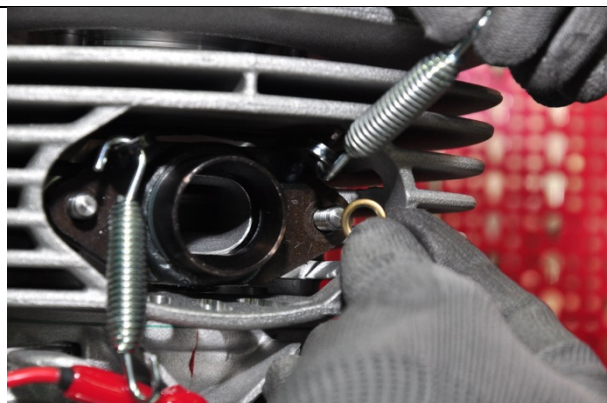


25



11 mm Socket Wrench

Before fitting the exhaust manifold remove the exhaust gasket and the exhaust port cover. Refit the exhaust gasket to the cylinder, then fit the exhaust manifold by using the brass spacer and the nuts. Tighten each nut alternatively.

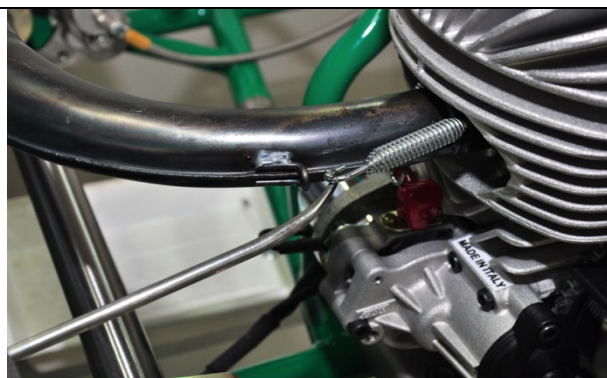


26



Hook

Insert the muffler into the exhaust manifold. Fix the muffler by hooking the free ends of the spring into the rings welded to the muffler by pulling them.

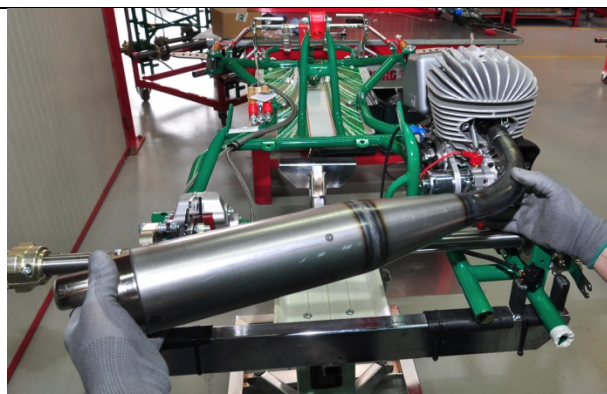


27



Hook

Place the muffler in the exhaust cradle that is assembled on the chassis and pull the two springs provided to fasten it.

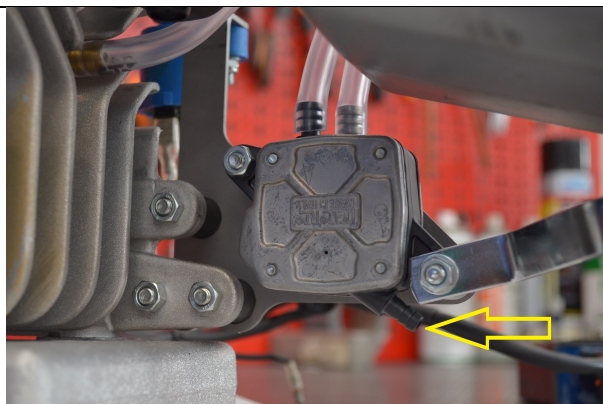




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28

Insert the fuel line from the fuel tank into the fuel pump (IN).





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4. STARTING AND BRAKE-IN



Break-in is required when an engine is new or has undergone a major service of the engine's main parts (pistons, rings, cylinder or crankshaft). Only a proper break-in will insure the best performance out of your engine in the future and guarantee its long and trouble-free life.

1 Prepare fuel. Vortex engine works with commercial gasoline, leaded or unleaded, as well as racing fuel, with minimum 95 ROM.

Mix oil and gasoline at 3% (i.e. 30cc of oil every 1.000 cc. of fuel).

2 Use a high quality 2-stroke oil specifically made for kart engines. We recommend Petronas Rok Lube, however many others oils with the same features may be used. Check any requirements of your ASN regarding the use of specific brand/type

3 Shake the can thoroughly to mix the fuel and the oil properly. Then fill the gas tank in your kart. A mistake in measurements could result in engine damage.

4 Buttons: to start the engine press the green button. To stop the engine press the kill switch red button.

5 To start a cold engine pull the choke lever up.

6 Press the start button (green) in order to allow the fuel pump-to-pump fuel to the carburetor.

7 Once the engine starts push the choke lever down.

8 Run the engine by accelerating intermittently to higher RPMs. Do not accelerate to full throttle.

9 Once the engine is warmed up, proceed to the track. By accelerating very carefully, the clutch will engage and the kart will start moving forward.

10 Run the engine by alternating a few seconds on and off the throttle at $\frac{3}{4}$ of the opening. Do not hold the throttle at a constant speed. Continue this way for 5/6 laps.

11 Check everything on the kart is tighten properly. Be careful, engine and muffler are hot.

12 Return to the track and slowly increase the RPM and duration of the acceleration for 10/15min more. Intermittently open the throttle fully and then release it.

13 After 10/15 minutes of brake-in, your engine is ready for competition. During the break-in, nuts and bolts tend to loosen. Once the engine is cold, check the torque of the exhaust, head, etc



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5. SERVICING YOUR ENGINE



Good maintenance is essential for safe, economical and trouble-free operation. Here you will find a maintenance schedule, routine inspection procedures and very simple maintenance procedures by using basic tools. Some service tasks that are more difficult or needs special tools must be performed by Vortex technicians or qualified mechanics.
Timing schedule periods are only indicative.

5.1. Maintenance Schedule and Adjustments

Carburettor	Cleaning	After every race/heat
Throttle Cable	Check	Every race
Spark Plug	Check Change	Every Race After 30 hours
Exhaust	Internal cleaning	Every 10 hours
Clutch	Check and cleaning Change	Every 10 hours After 30 hours
Piston	Change	After 30 hours
Chain	Change	After 10 hours
Cylinder	Honing	After 30 hours
Connecting Rod	Change	After 90 hours
Bottom End	Re-built	After 90 hours

5.2. Torque Chart

Cylinder Head Ø 8 mm Nut	kgm 1,8
Exhaust Manifold Ø 7 mm Nut	kgm 1,5
Crankcase Ø 6 mm Screws	kgm 1,2
Bendix cover Screws	kgm 0,8
Starter Gear Nut	kgm 6 (Use threadlocker)
Pinion Bell Ø 5 mm Screws	kgm 0,8
Ignition Nut	kgm 2,8
Pinion Bell Nut	kgm 2,8
Ignition Ø 5 mm Screws	kgm 0,8
Nylon crankshaft stuffer	kgm 0,8 (Use threadlocker)

5.3. Sizes and Measures

Tolerance Cylinder/piston	10,5
Timing	3mm
Piston Sizes	
W240/MR01A	41,88



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W240/MR03A	41,91
W240/MR06A	41,93
W240/MR09A	41,95
W240/MR11A	41,98

5.4. Chain

	<p>Lube the chain by spraying chain lube on the chain while manually rotating the rear wheel. To replace the chain, loosen the engine and slide it back to release the old chain from the sprocket. Reverse the procedure after installing a new chain.</p>
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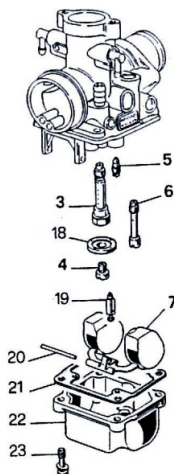
5.5. Throttle Cable

	<p>Lubricate the throttle cable each time the engine is run. Also check, and adjust the cable as needed, to assure the correct throttle and that the throttle returns properly and opens full size. If the cable frays, it must be replaced.</p>
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5.6. Carburettor

Cleaning:

Fuel and oil may contain some kind of rubbish, impurities, and/or residues.



1. Take the intake silencer off the carburettor by unscrewing the clamp. It is **not** necessary to unscrew the bracket. The intake silencer will turn easily.
2. Disconnect the throttle cable from the carburetor together with its spring and slide it.
3. Took the carburetor off the engine and open the float chamber (22) by unscrewing the four screws (23). Clean the parts, openings and passages with compressed air. Check the float chamber gasket (21) and eventually change it if damaged.
4. Close the float chamber by screwing the four screws (23) and re-place the carburettor in the engine.
5. Clean the inside of the intake silencer.
6. Attach the intake silencer assembly to the adaptor.
7. Tighten it with the specific clamp. Wrong



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	assembly will cause the loss of the intake silencer.
<p>Changing main jet:</p>	<p>1. Take the intake silencer off the carburettor by unscrewing the clamp. It is not necessary to unscrew the bracket. The intake silencer will turn easily.</p> <p>2. Disconnect the throttle cable from the carburetor together with its spring and slide it.</p> <p>3. Took the carburetor off the engine and open the float chamber (22) by unscrewing the four screws (23). Clean the parts, openings and passages with compressed air.</p> <p>4. Unscrew the main jet (4) by using a cross screwdriver. Place a new one. Be careful, washer (18) has only one position. Wrong assembling will cause totally black out of carburettor.</p> <p>5. Check the float chamber gasket (21) and eventually change it if damaged.</p> <p>6. Close the float chamber by screwing the four screws (23) and re-place the carburettor in the engine.</p> <p>7. Clean the inside of the intake silencer.</p> <p>8. Attach the intake silencer assembly to the adaptor.</p> <p>9. Tighten it with the specific clamp. Wrong assembly will cause the loss of the intake silencer.</p>

5.7. Spark Plug

<p>Cleaning:</p> <p>Oils produce carbon deposits or residues that make necessary the spark plug to be checked and cleaned, at least every 5 hours.</p>	<p>Unplug the spark plug and clean it by using a metal brush.</p>
<p>Setting Plug Gap:</p>	<p>Use a specific spark plug gap gauge to set up correct gap. Correct gap: 0,8 mm.</p>



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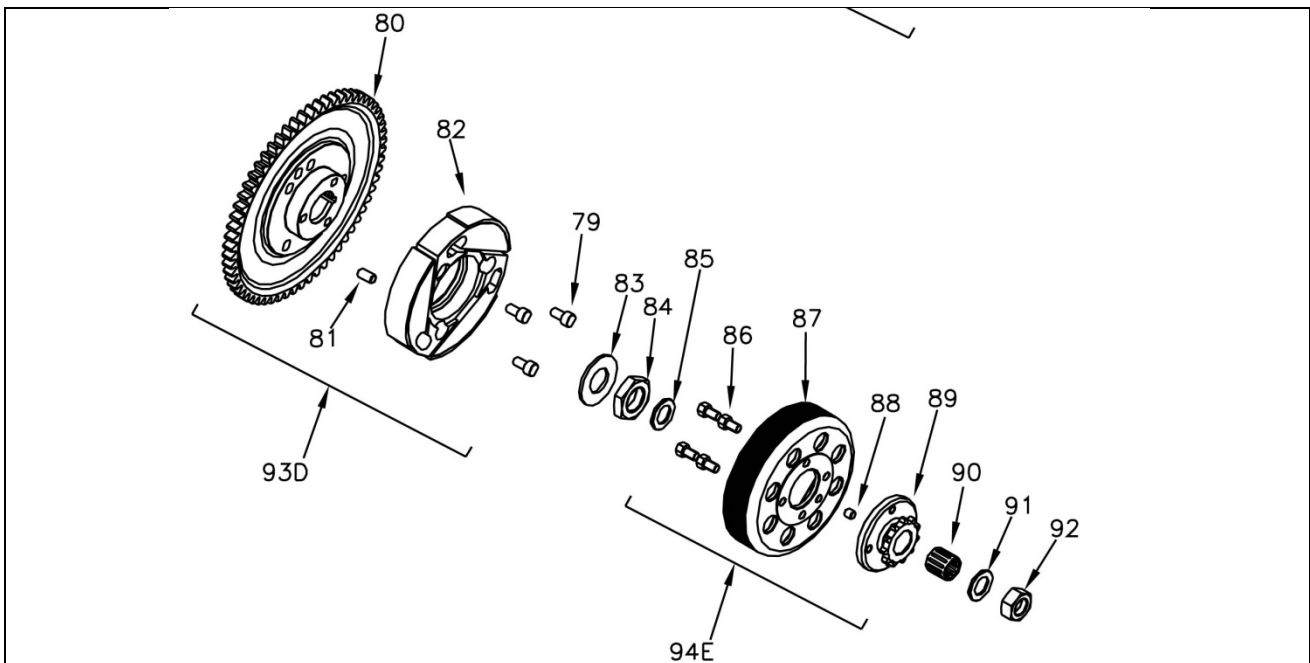
5.8. Exhaust

Cleaning:

Oils produce carbon deposits or residues that make necessary the spark plug to be checked and cleaned, at least every 10 hours.

1. Remove the muffler from the engine by removing the 2 springs in the cradle and the 2 springs in the exhaust manifold.
2. Unscrew the 3 bolts in the exhaust terminal.
3. Warm up the pipe with a heat source and remove any carbon deposits by means of a metal brush.

5.9. Clutch and Starter Gear



Cleaning and/or replacing clutch:

1. Disassemble the clutch cover.
2. Take away the Bendix cover
3. Stop the clutch drum by using the special tool designed by Vortex for this specific task.
4. Unscrew **anticlockwise** the nut on the clutch drum (92). Remove the washer (91), clutch drum (87) and roller bearing (90).
5. Unscrew the three 6x14mm Allen screws (79) on the clutch.
6. Unscrew **clockwise** the central nut (84) by using a 24mm fixed wrench to remove it. Stop the starter gear with the specific tool manufactured by Vortex.
7. Take away the clutch (82) by using the



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	<p>appropriate extractor.</p> <p>8. Before assembling the new clutch, we recommend to clean the clutch area and the pinion bell with a solvent.</p> <p>ASSEMBLING</p> <p>9. Install the new clutch (82) on the crankshaft by pushing lightly with your fingers and secure it with the three 6x14mm Allen screws (79). Use thread locker to secure them.</p> <p>10. Put together again the elastic washer (83) and the central nut (84) and tighten. Use thread locker to secure the central nut.</p> <p>11. After screwing the central nut place the washer (85).</p> <p>12. Grease the needle bearing (90) totally and insert it on the crankshaft.</p> <p>13. Place the clutch bell (87), the spacer (91) and screw the nut (92). Use thread locker to secure it.</p> <p>14. Re-place Bendix cover.</p> <p>15. Re-place the clutch cover.</p>
Replacing Starter Gear	<p>1. Disassemble the clutch cover.</p> <p>2. Take away the Bendix cover</p> <p>3. Stop the clutch drum by using the special tool designed by Vortex for this specific task.</p> <p>4. Unscrew anticlockwise the nut on the clutch drum (92). Remove the washer (91), clutch drum (87) and roller bearing (90).</p> <p>5. Unscrew clockwise the central nut (84) by using a 24mm fixed wrench to remove it. Stop the starter gear with the specific tool manufactured by Vortex.</p> <p>6. Take away the clutch (82) together with the starter gear (80) by using the appropriate extractor.</p> <p>7. Unscrew the three 6x14mm Allen screws (79) on the clutch.</p> <p>8. Before re-assembling, we recommend to clean the area with a solvent.</p>



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	<p>ASSEMBLING</p> <p>9.Screw the new starter gear (80) to the clutch (82) by using three 6x14mm Allen screws (79). Use thread locker to secure them.</p> <p>10.Insert the starter gear and clutch on the crankshaft by pushing lightly with your fingers.</p> <p>11.Put together again the elastic washer (83) and the central nut (84) and tighten. Use thread locker to secure the central nut.</p> <p>12.After screwing the central nut place the washer (85).</p> <p>13.Grease the needle bearing (90) totally and insert it on the crankshaft.</p> <p>14.Place the clutch bell (87), the spacer (91) and screw the nut (92). Use thread locker to secure it.</p> <p>15.Re-place Bendix cover.</p> <p>16.Re-place the clutch cover.</p>
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5.10. Pinion

<p>KSNZ allows the use of Z11 or Z10 pinions. Standard assembling is Z11.</p>	<p>1.Disassemble the clutch cover.</p> <p>2.Stop the clutch drum by using the special tool designed by Vortex for this specific task.</p> <p>3.Unscrew anticlockwise the nut on the clutch drum (92). Remove the washer (91), clutch drum (87) and roller bearing (90).</p> <p>4.Unscrew the four bolts inside the drum.</p> <p>5.Place the new pinion on the bell and secure it with the 4 bolts. Use thread locker to secure them.</p> <p>Be aware if you are placing a Z10 pinion, a specific spacer is needed.</p> <p>6.Install roller bearing and the spacer. Grease the roller bearing properly.</p> <p>6.Re-place the clutch drum, the washer and the nut. Tighten the nut by turning it to the left. Use thread locker to secure it.</p> <p>7.Re-place the clutch cover.</p>
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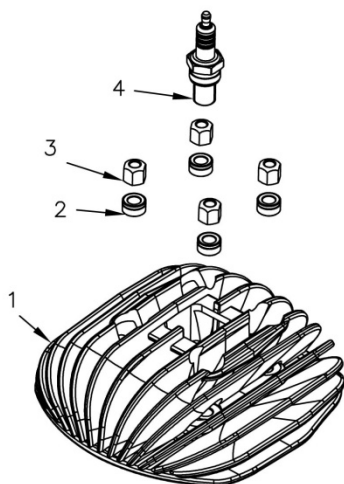


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5.11. Cylinder Head

Oils produce carbon deposits or residues that make necessary the spark plug to be checked and cleaned, at least every race.

Be aware, cylinder head volume may be changed after the race, Carbon deposits may cause variations on the cylinder head volume.



In order to perform this job, we highly recommend taking the engine off the chassis. However, you may do the job even with the engine mounted.

1. Unscrew the spark plug (4).
2. Unscrew the 4 nuts on top of the head (3).
3. Remove the head by pulling it up carefully.
4. Clean the combustion chamber using a rag moistened with gasoline or solvent.

ASSEMBLING

5. Check copper gasket on top of cylinder (5). This gasket may provoke changes in the combustion chamber volume.
6. Re-place cylinder head carefully in the four studs (10).
7. Insert brass washers (2) and nuts (3).
8. Tighten cylinder head with the proper tool and torque.

5.12. Cylinder

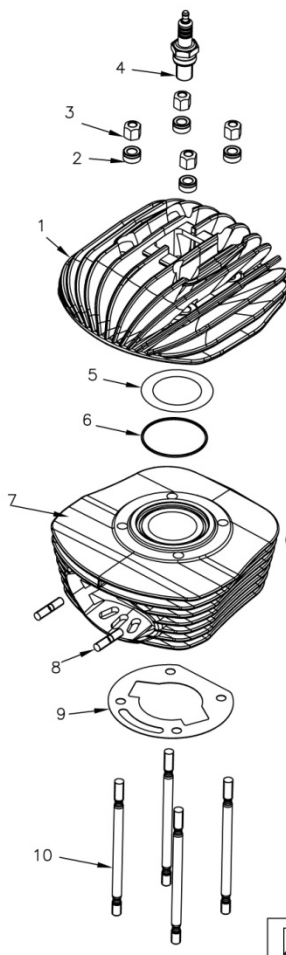
Every 30 hours cylinder must be honed.

In order to perform this job, we highly recommend taking the engine off the chassis. However, you may do the job even with the engine mounted.

1. Take away the muffler from the engine by removing the 2 springs in the cradle and the 2 springs in the exhaust manifold.
 2. Remove the carburettor from the engine by unscrewing the specific clamp.
 3. Unscrew the 4 nuts on top of head (3).
 3. Remove the head by pulling it up carefully.
 4. Remove the cylinder with one hand by pulling it up. To avoid contact with the crankcase, use the other hand to hold the connecting rod.
- Whenever you disassemble the cylinder, we recommend replacing the cylinder gasket (9).**



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ASSEMBLING

Check the tolerance between piston and cylinder. Wrong tolerance may cause serious damage.

5.Place a new gasket (9) into the four studs (10).

6.Insert cylinder into the four studs carefully.

7.Check the rubber O.R. (6) and brass gasket (5) and eventually re-place them with new ones. Brass gasket may provoke changes in the combustion chamber volume.

8.Re-place the cylinder head carefully in the four studs.

9.Insert brass washers (2) and nuts (3).

10.Tighten cylinder head with the proper tool and torque.

Important: After honing the cylinder and eventually changing the piston, the engine must go through another break-in period. See "Starting and Break-in".

5.13. Piston

Oils produce carbon deposits or residues that make necessary the spark plug to be checked and cleaned, at least every race.

Be aware, cylinder head volume may be changed after the race, carbon deposits may cause variations on the cylinder head volume.

Every 30 hours piston must be replaced.

In order to perform this job, we highly recommend taking the engine off the chassis. However, you may do the job even with the engine mounted.

1.Take away the muffler from the engine by removing the 2 springs in the cradle and the 2 springs in the exhaust manifold.

2.Remove the carburettor from the engine by unscrewing the specific clamp.

3.Unscrew the 4 nuts on top of head (3).

3.Remove the head by pulling it up carefully.

4.Remove the cylinder with one hand by pulling it up. To avoid contact with the crankcase, use the other hand to hold the connecting rod.

Whenever you disassemble the cylinder, we



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recommend replacing the cylinder gasket.

5. Remove the 2 piston pin circlips (65) by squeezing the ends together with the needle-nose

6. Hook the connecting rod each side with two fingers.

7. Push the piston pin (66) off the piston by using a proper tool.

8. In order to avoid damages pull the piston up with one hand while holding the connecting rod with the other.

9. Take the roller bearing (70) off the connecting rod.

ASSEMBLING

Check the tolerance between piston and cylinder. Assemble ONLY a new piston with the right tolerance. Wrong tolerance may cause serious damage.

10. Grease and place a new roller bearing (70), if needed, on the connecting rod.

11. Insert a new piston in the connecting rod. The arrow marked on top of it, must face the exhaust port.

12. Insert the piston pin into the piston.

13. Insert piston pin circlips on each side of the piston. **Be aware, wrong assembly of piston pin circlips may cause important damage.**

14. Place the piston ring in the piston and check both ends close properly against the brass pin inserted in the piston.

15. Place a new gasket (9) into the four studs (10).

16. Insert the cylinder into the four studs carefully.

17. Check the rubber O.R. (6) and the copper gasket (5) and eventually re place them with new ones. Brass gasket may provoke changes in the combustion chamber volume.

18. Re-place the cylinder head carefully in the four studs.

19. Insert brass washers (2) and nuts (3).

20. Tighten cylinder head with proper tool and



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	<p>torque.</p> <p>Important: After changing the piston, the engine must go through another break-in period. See "Starting and Break-in".</p>
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5.14. Connecting Rod

Every 60 hours the roller cage must be changed. During this operation is good use to check, and eventually replace the connecting rod, too.

Due to special tools required, this operation must be performed by the Vortex technicians or qualified mechanics only.

5.15. Bottom End

Bearings must be checked, and eventually replaced, after 60 hours of use.

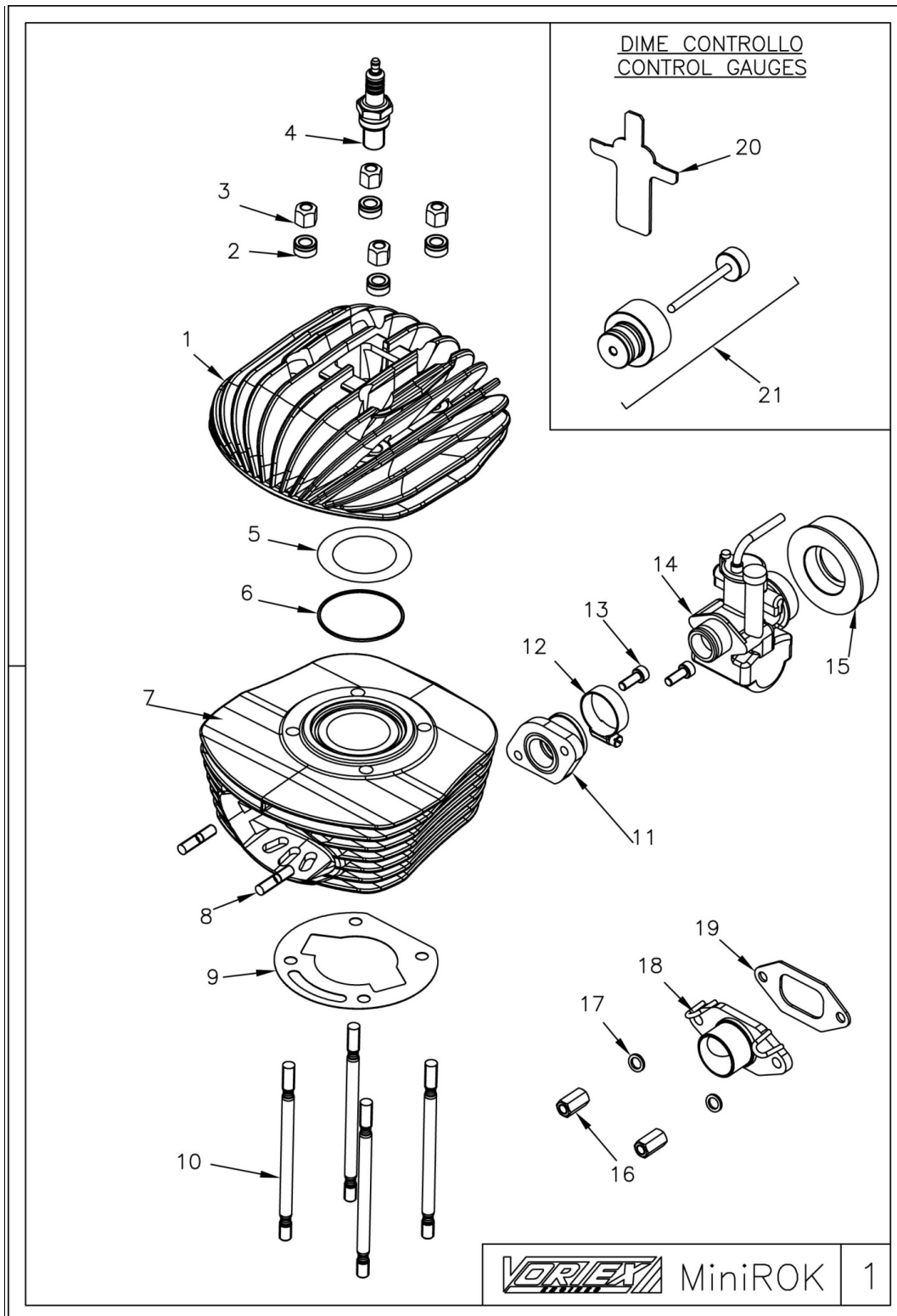
Bearings must be assembled or reassembled, with name and type facing each others.

Due to special tools required, this operation must be performed by the Vortex technicians or qualified mechanics only.



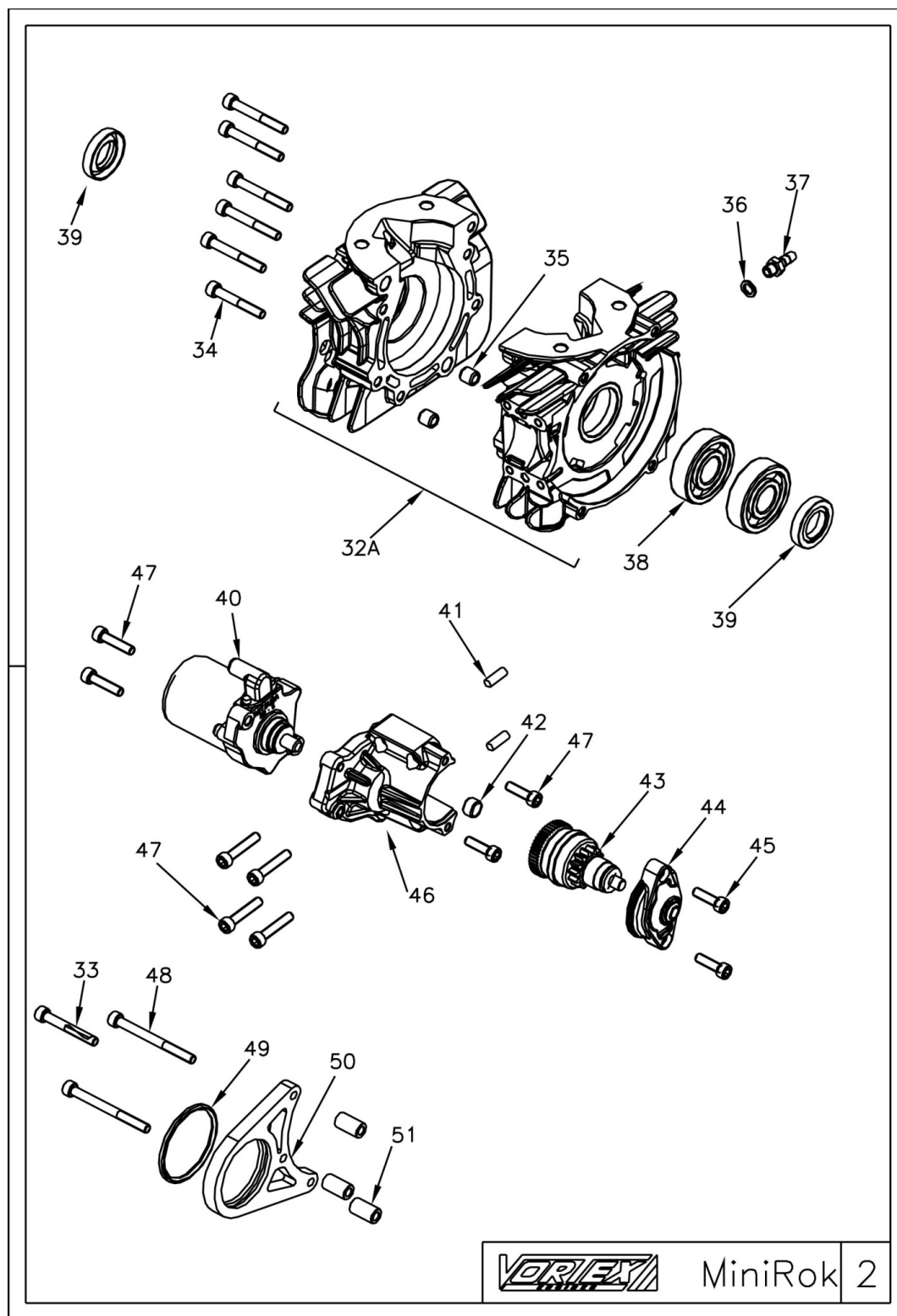
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6. ENGINE EXPLODED VIEW AND PARTS LIST



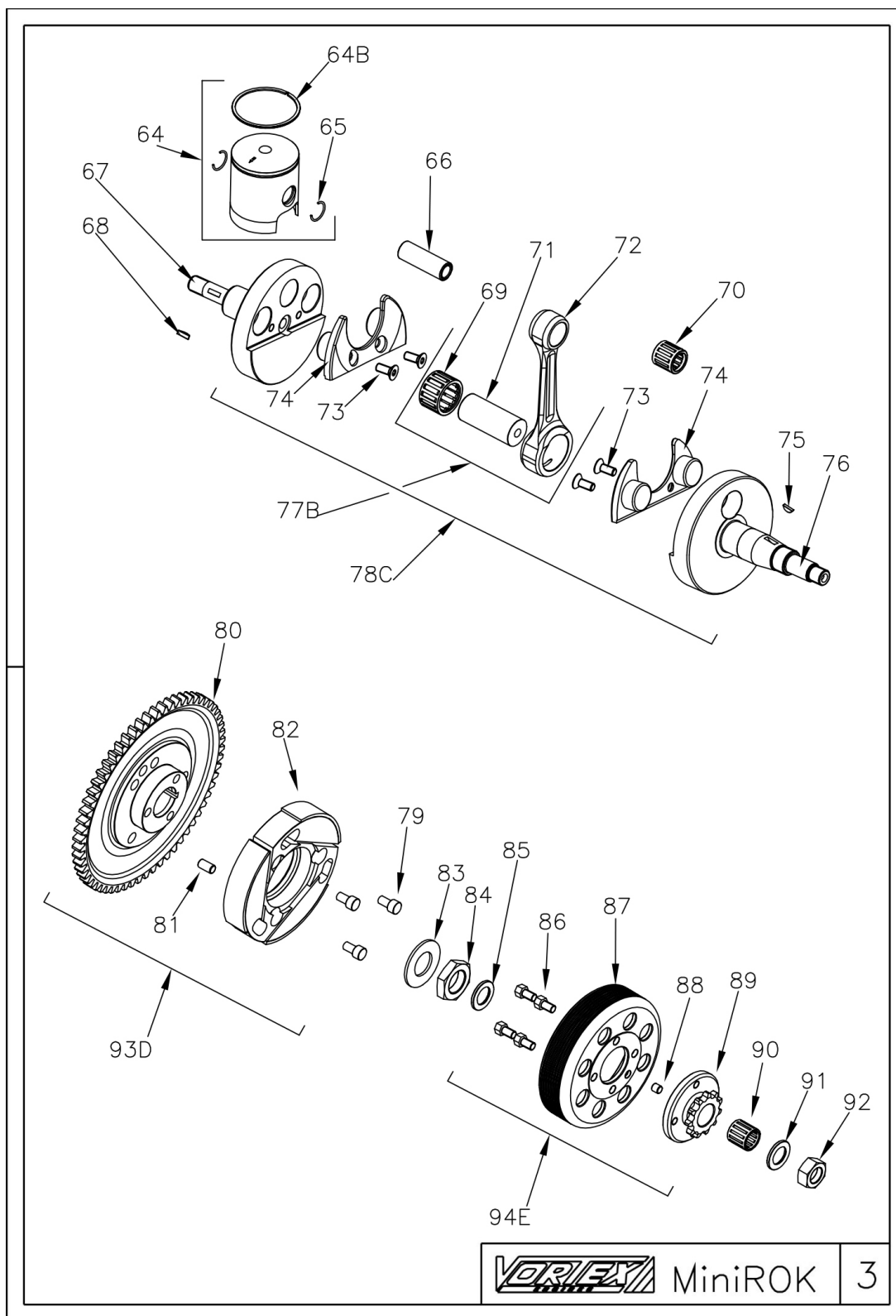


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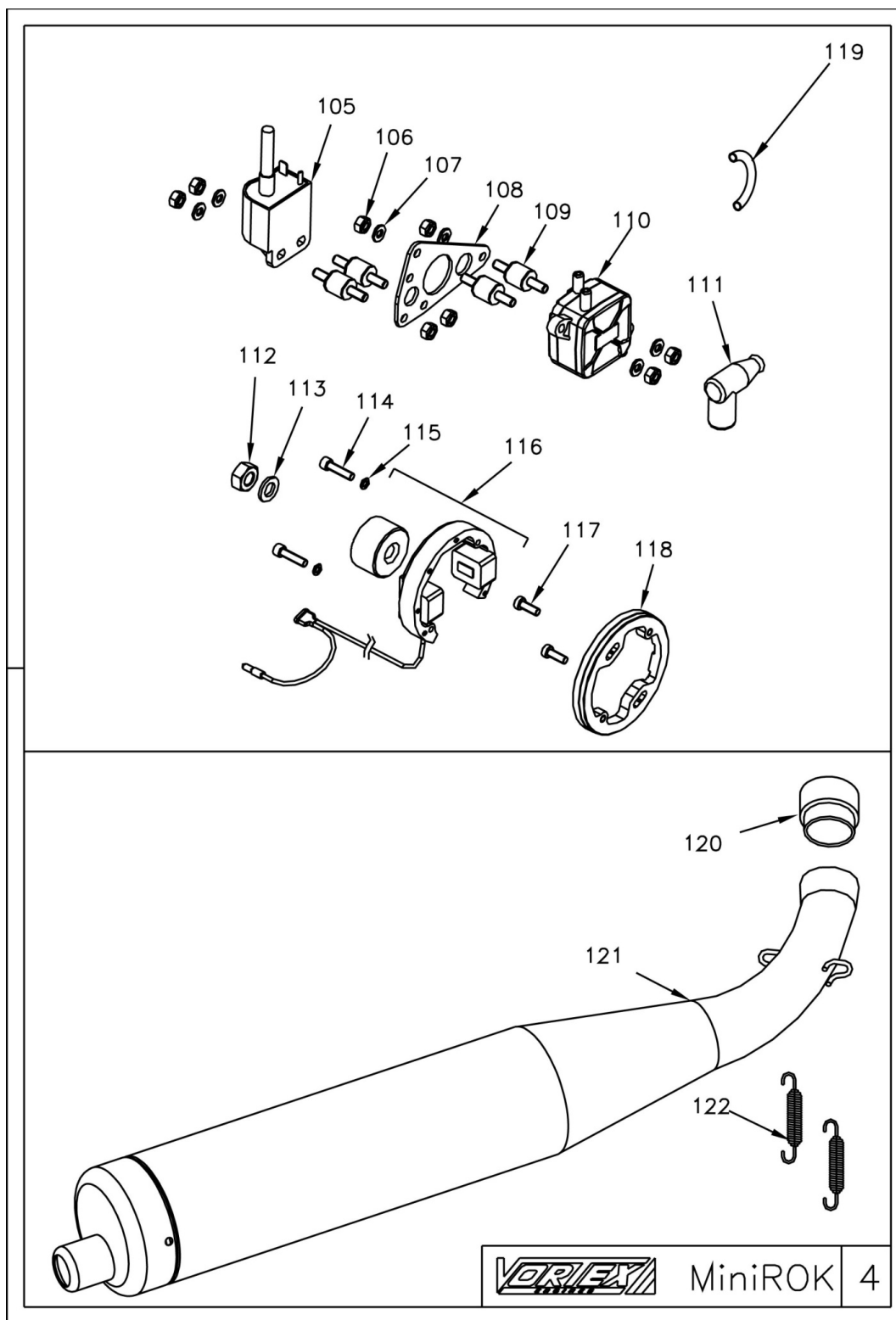
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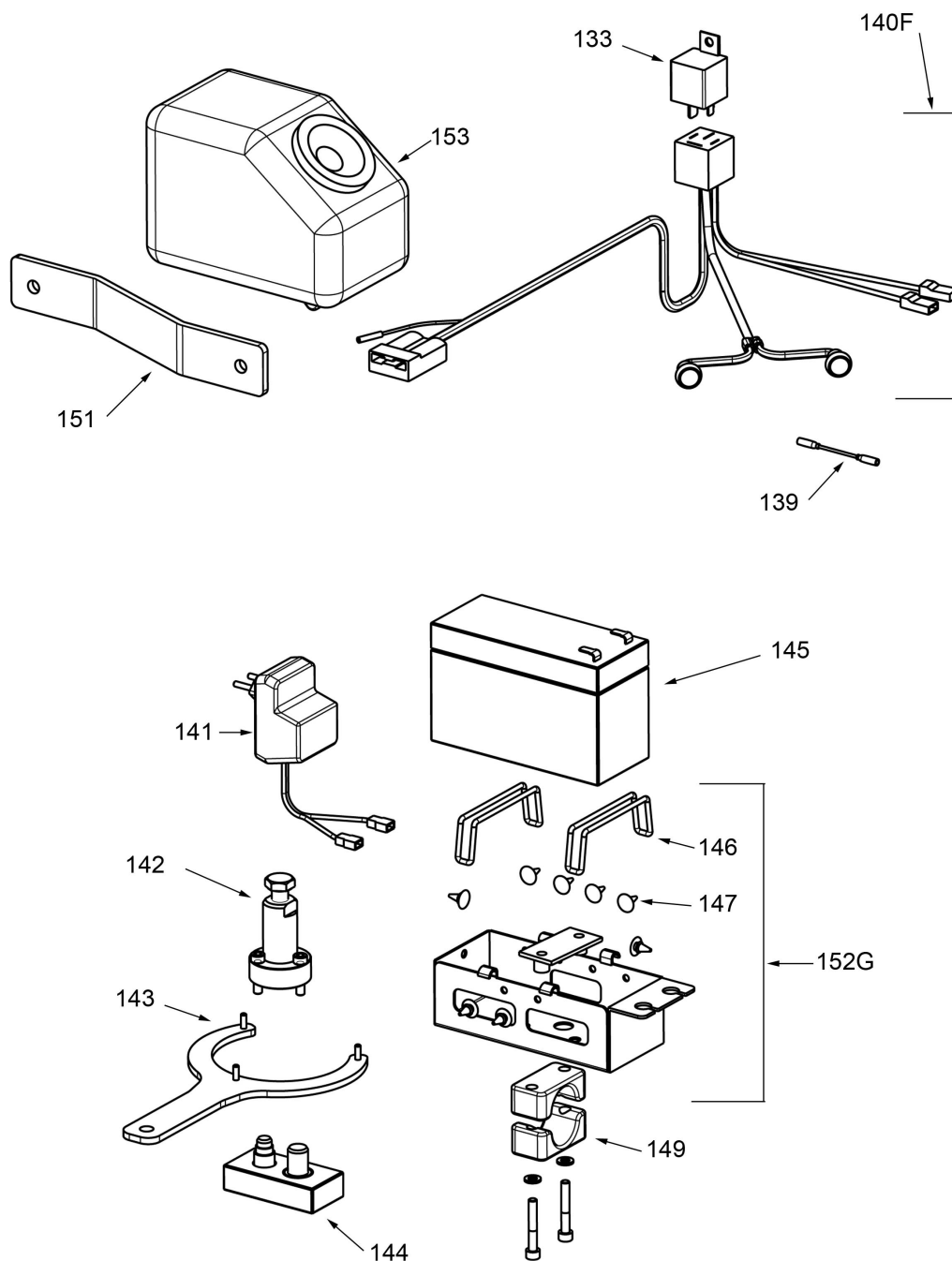
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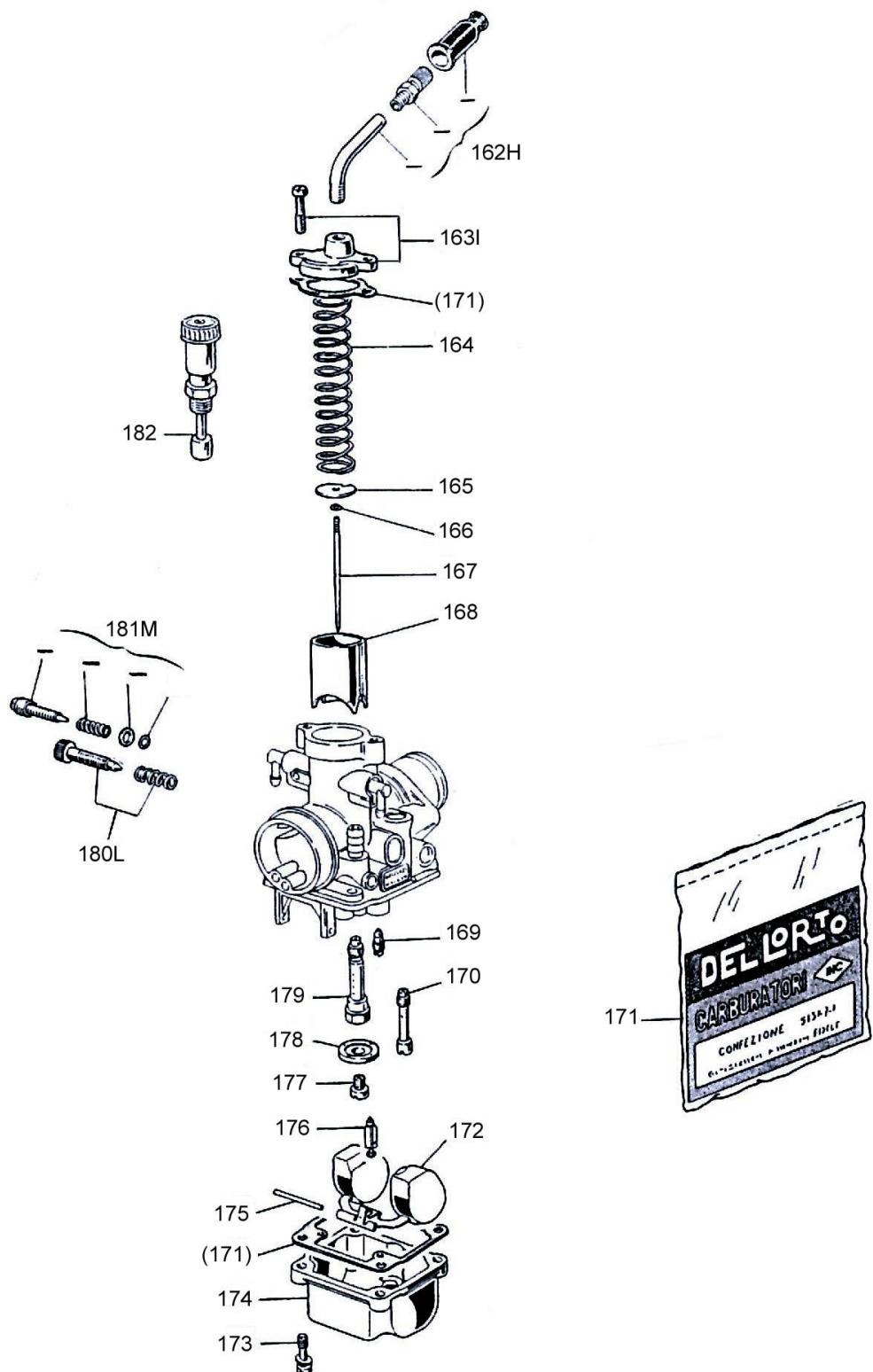


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Dell'Orto Carburettor

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Parts List

1	W010/MR	Air head 60cc
2	W560	Head washers 8,5 x 15 x 8
3	W530/12	Head-nut high-set m8
4	W003	Spark plug ngk b10 eg
5	W631/01MR	Copper head gasket 42,2 x 62,4 x 0,1
5	W631/02MR	Copper head gasket 42,2 x 62,4 x 0,2
6	W620/MR	O-ring head viton
7	W020/1MRC	Cylinder 60cc complete
8	W470	Exhaust stud bolt m7 x 32
9	W610/1MRC02	Cylinder basis gasket 0,2
9	W610/1MRC03	Cylinder basis gasket 0,3
9	W610/1MRC04	Cylinder basis gasket 0,4
9	W610/1MRC05	Cylinder basis gasket 0,5
10	W461/1VLC	Cylinder stud bolt m8 x 142
11	W2050/MR	Inlet manifold phbg 18
11	W2050/BR	Inlet manifold phbn 14
12	W825/1MR	Carburettor clamp d.23-35mm
13	V.TCE6X16	Socket-head screw m6 x 16
14	W820/BR	Dellorto carburettor phbn 14ms
14	W820/MR	Dellorto carburettor phbg 18b
15	W981400	Connector
16	W540/RVA	Exhaust fix. High set nut
17	W565	Exhaust washer d.8 x 12 x 1,5
18	W750/1MR	Exhaust manifold mr/t 60cc
19	W670/MR	Exhaust gasket
20	WA063	Head control template mini rok
21	WA064	Carburettor gap control template
32A	W050/MRC	Complete crankcase 60cc with bearing
33	V.TCE6X40	Socket head screw m6 x 40
34	V.TCE6X45	Socket-head screw m6 x 45
35	W075/1	Crankcase dowel 10 x 10,5 x 6,5
36	W10267	Copper gasket d. 8 x 12 x 1
37	W800	Depression pipe fitting m8 hexagonal
38	W300/MR	Insert 6204 c4
39	W310	Oil seal fpj 20 x 35 x 7 double lip
40	W940/ROK	Starter 50589
41	W019	Cylindrical pin 6x18
42	W924	Roller case bk0808
43	W916/ROK	Starter driving gear 50589

44	W910/ROK	Starter driving gear cover
45	V.TCE6X20	Socket-head screw m6 x 20
46	W960/RKT	Transmission starter support
47	V.TCE6X30	Socket-head screw m6 x 30
48	V.TCE6X65	Socket head screw m6 x 65
49	W972/MR	O.r.4200 starter support
50	W970/MR	Starter support d.50
51	W975/MR	Starter support spacer
64	W240/MR01A	Complete piston 41,88
64	W240/MR03A	Complete piston 41,91
64	W240/MR06A	Complete piston 41,93
64	W240/MR09A	Complete piston 41,95
64	W240/MR11A	Complete piston 41,98
64B	W260/MR95L	Piston ring 41,95
64B	W260/MR00L	Piston ring 42,00
64B	W260/MR05L	Piston ring 42,05
65	W280/MR	Circlip d.12,00
66	W270/MRA	Piston pin mini rok
67	W140/MR	Magn.s.h. Crankshaft 60cc
68	W122	Ignition key 2,5 x 3,7 x 10
69	W220	Silver-plated cage d.18 x 24 x 15
70	W290/MR	Piston cage 12 x 16 x 15,5
71	W200/1MR	Crankshaft crankpin d.18 x 40,6
72	W230/MR	Conrod engine 60cc
73	W522/10	Flathead screw m5 x 10
74	W160/MR	Nylon crankshaft stuffer
75	W121	Dragging sprocket key 3 x 3,7 x 10
76	W150/MR	H.crankshaft sprocket side 60cc
77B	W190/MR	Complete conrod 60cc
78C	W130/1MR	Complete crankshaft mini rok
79	W510/14	Socket-head screw m6 x 14
80	W1753/MR	Starting driven gear z 62
81	W1766/1ROK	Cylindrical pin 6 x 10
82	W1751/1KFC	Clutch rotor kf with pin
83	W1708	Belleville washer d.16,3 x 31,5 x 1,5
84	W1727	Clutch body fix nut m16 x 1 thr.
85	W1726/1	Washer 2,0 mm mini-kf
86	W523/08	Flathead screw m5 x 8
87	W1773/MR2	Bare clutch housing mini

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88	W1766/ROK	Roll d.5 x 5
89	W690/MR11	Mini rok sprocket z11
90	W1715	Clutch cage k12 x 15 x 15
91	W1777/1ROK	Clutch washer d.10,1 x 18,8 x 2
92	W696/MR	Sprocket nut 60cc
93D	W1750/1MR	Compl.clutch rotor with gear
94E	W1763/MR11	Compl.clutch housing w/sprocket z11
94E	W1763/MR10	Compl.clutch housing w/sprocket z10
105	W410/MR	Seletttra coil mini rok
106	W531/06	Hexagonal nut m6 x 1
107	W570/12	Flat washer d.6 x1 2 x 1,5
108	W2052/MR	Fuel pump support plate
109	W440	Coil fix. Silent - block
110	W11023	Vacuum pump
111	W420/2	Spark cap
112	W529/0108	Hexagonal nut m10 x 1
113	W1777/MR	Ignition washer d.10,4 x 18 x 2
114	V.TCE5X20	Socket-head screw m5 x 20
115	W580/10	Washer d.10 x 5,5 x 0,3
116	W407/MR	Bare ignition mini rok
117	W524/14	T.c.e.i. Screw m5 x 14
118	W068/MR	Ignition support
119	0074.CO	Fuel tube 6 x 9
121	W780/1MR	Engine 60cc exhaust
122	W10925	Muffler springs
133	W2111/ROK	Relay deviator
134	W2110/ROK	Starting relay 12v - 70a
135	W2116/ROK	Red starter button on-off
136	W2115/ROK	Green starter button
137	W2113/ROK	Fixing button plate
138	W521/14	Roundhead screw m5 x14
139	W435/MR	Mini rok wiring adapter
140F	W2125/ROK	Complete starting support
141	W2130/ROK	Accumulator charger italy
141	W2131/ROK	Accumulator charger japan-u.s.a.
142	WA052/KF	Clutch puller
143	WA061	Clutch nut fix key
144	WA062	Sprocket disassembling tool sr/mr
145	W991	Accumulator fg 20722
146	0096.00	Belt or 4437
147	W2121/ROK	Accumulator support rubber

148	W2122/ROK	Accumulator support
151	W856/MR	Mini rok filter support
152G	W2122/ROKC	Complete accumulator support
153	W850/1MR	Intake filter 60cc engine
161V	W820/MR	Dellorto carburettor phbg 18b
162H	W53036-78	Tube 90° kit
163I	W53031-78	Chamber mixture cover kit
164	W9597-61	Gas valve spring
165	W14958-21	Conical needle fastener fix plate
166	W9596211	Conical needle fastener
167	W959523	Conical needle w23 x 08
168	W947540	Gas valve 40 x 64
169	W148850	Jet min. 50
170	W950160	Jet 60
171	W52526-77	Gaskets kit
172	W9450-80	Float
173	W11836-36	Float chamber fixing screw
174	W9444-96	Float chamber
175	W9506-22	Float peg
176	W283805	Gas needle closing
177	W148697	Jet max. 97
178	W9779-52	Bottom
179	W9511266	Spray nozzle an 266
180L	W53027-78	Needle gas valve kit
181M	W53024-78	Adjustment minimum screw kit
182	W9538-64	Starting device
192Z	W820/BR	Dellorto carburettor phbn 14ms
193	W7526-36	Cover fixing screw
194	W14166-53	Chamber mixture cover
195	W15058-61	Gas valve spring
196	W13687-21	Conical needle retainer
197	W1536240	Gas valve 40
198	W13681-21	Conical needle fastener
199	W1625011	Conical needle
200N	W53004-78	Starter kit
201	W14056-37	Adjustment minimum air screw
202	W1411-61	Spring adjustment min. Air screw
203P	W53086-78	Adjustment gas valve screw kit
204	W14671212	Spray nozzle ga 212
205	W641375	Jet max. 75
206	W621750	Starting device 50

OTK KART GROUP srl

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VORTEX FACTORY: Via E. Fermi, 5 - 27040 Capospinoso (PV) - ITALY - Tel: +39 0385 765200

207	W1160038	Jet min. 38
208	W52620-77	Gaskets kit
2090	W53053-78	Float kit
210	W13678-96	Float chamber
211	W13709-36	Float chamber fixing screw

7. CONTACTS

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