KF CARBURETORS

The KF categories in karting are the premier international classes where the best drivers in the world compete in their quest up to formula racing. From the introduction of the KF engines in 2008, Tillotson has been leader in carburetor development for all KF classes. We've offered a different configuration with each homologation, ensuring that the drivers have the right carburetor for their engine. You can find a list of the key features for each carburetor on page 18.

Push the Button
The latest models both feature the unique "Enrichment Circuit" button; which for the opening formation laps allows the drivers to press the button closed to lean off the setting to optimise their starts and gain the advantage on the opening laps. The Enrichment Circuit eliminates the need to adjust and re-adjust jets at the start of the race.

HW-23A

Technical Specs
Venturi Diameter: 20mm
Throttle Bore Diameter: 26mm
Application:CIK=FIA KFJ

HC-102A

Technical Specs
Venturi Diameter: 24mm
Throttle Bore Diameter: 28mm
Application: CIK-FIA KF

ROTAX

Tillotson had produced two new carburetors for open class Rotax racing. These carburetors offer racers faster lap times and easy set-up and adjustment. We released the HM-2A in November 2013, where it was immediately heralded by Vroom magazine as the first "proper racing carburetor" for Rotax engines. The HX-10A, our die cast version, was released in May 2014.

Models:
- HM-2A CNC machined body
- HX-10A Die Cast body

* Photo courtesy of Vroom Magazine

Advantages over Stock Rotax Carburetor:

- *Fully Adjustable with low and high speed jets easily adjustable on or off-track*
- *Improves power and acceleration*
- *Simple choke system with automatic shut-off*
- *Eliminates Mikuni Pulse Pump due to carburetor pulse connection*
- *Eliminates scrutineering discrepancies associated with float carburetor*

The HM-2A and HX-10A models are the same in design with a 27mm venturi and 34mm throttle bore. Since Italy carried out a track test in November 2013 the interest from the Rotax World has been exceptional; Several clubs have adapted the carburetors while many countries and other federations are looking to create "Super Max" categories with our carburetors. The carburetors are also ideal for the Rotax rental market, where ease of adjustment makes it easy to set all engines to the same performance level.

Note: Drivers should check local rules to ensure the HM-2A or HX-10A are permitted. They are not sanctioned for the Rotax Max Challenge and other Rotax-sponsored races. Tillotson does not recommend use on Rotax engines still under warranty as BRP-Powertrain has indicated that doing so will void its warranty.