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Scottish Legends Cars Championship

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Amendments / additions are shown in bold type

The following is added to section 7.0 prior to 'The cranking compression'

Carburettors

1. **Changing the carburettor jets is allowed .**
2. **All stock carburettor adjusters may be used.**
3. **Changing the main jets, idle jets and air corrector jets is allowed.**
4. **Changing the piston spring and metering needle is allowed'**
5. **The emulsion tube cannot be modified in any way and must remain as standard, as stated in 6.11.**
6. **Material cannot be removed from any part of the carburettor body or piston.**

Carburettors Points 1-6 apply to all 1200 and 1250 engine carburettors including factory sealed engines.

The following is added in 7.0 in XJ1250 SEALED ENGINE SPECIFICATIONS:

After section G

H Carburettor, changing the main jets, idle jets and air corrector jets is allowed.

I Carburettor, changing the piston spring and metering needle is allowed.

Apart from items A to I above and the fitting of any aftermarket connecting rod bolts ABSOLUTELY NOTHING CAN BE IMPROVED ON THE ENGINE AND ONLY YAMAHA OEM STOCK PARTS CAN BE USED – THIS INCLUDES MACHINING ANY COMPONENT TO A BETTER TOLERANCE THAN SUPPLIED AS OEM.

Issued on March 28^h 2011 by Championship Co-ordinator Chris Edwards

Cheryl Lynch
Race, Speed & Kart Executive

Date: 4th April 2011