

MC-10

MC-20

MC-30

42.3% MORE POWER

**MUSCLES  
TO  
SPARE!**

**NEW**

## McCULLOCH **MC-30**

most powerful kart engine  
per cubic inch in America

42.3% more power than the famous MC-10 engine . . .  
that's on the track—not just "on paper"! And it's  
McCulloch dependable!

Take notice of the MC-30's new improved carburetion,  
with full  $\frac{3}{4}$ " venturi; advanced V-reed block and manifold  
design; high-opening phenolic reeds; special gully porting;  
and squared exhaust ports, all wrapped up in the famous  
McCulloch "custom" look. Get it out on the track and  
flex it's muscles. The competition will take notice, too!

1.635 in. stroke / 8.5:1 compression ratio  
6.05 cu. in. displacement / 2.165 in. bore  
weighs 10.25 lbs. / detachable head / reborable cylinder.



suggested list price  
**\$137<sup>50</sup>**  
f.o.b. los angeles



**McCULLOCH** the home of the champions!

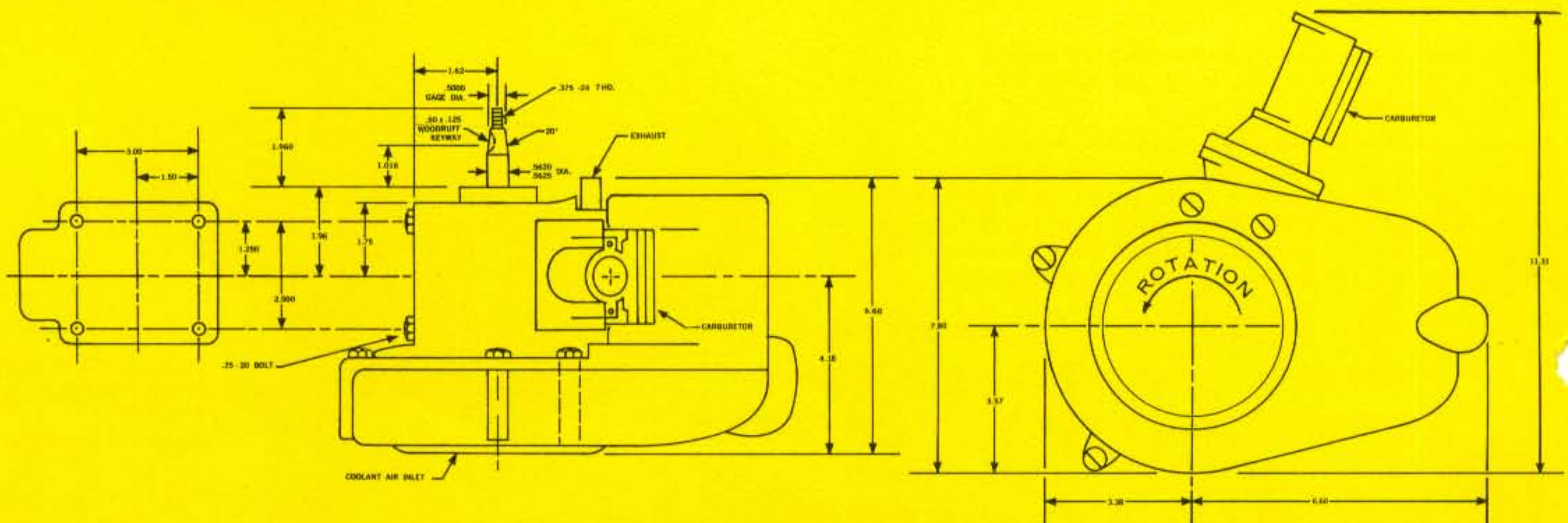
# McCULLOCH MC-30 KART ENGINE

Weight of Unit	10.25 lbs.	4,6 kg	Fuel/Oil Mixture with McCulloch Oil	20:1
Type of Engine	Single cylinder, two stroke air-cooled, crankcase scavenged.		Fuel Tank	Conventional types adaptable.
Type of Cylinder	Die cast, deep finned aluminum alloy w/precision honed cast iron liner and detachable head. Over-size piston available.		Type Fuel Supply	Pulse pump.
Bore	2.165	53,5 mm	Type Crankcase Valve	Reed and 3rd Port.
Stroke	1.635	41,5 mm	Type Cylinder Scavenging	Loop
Displacement	6.05 cu. in.	99,1 cm <sup>3</sup>	Crankcase Material	High pressure die casting of aluminum alloy for high strength to weight ratio.
Compression Ratio to 1	8.5		Crankshaft Material	Drop forged, SAE 8620 steel carburized, hardened and ground.
Direction of Rotation (Facing Flywheel)	Counter Clockwise.		Connecting Rod Material	Drop forged, SAE 4615 steel, hardened, ground, and broken by special process to insure perfect fit with no distortion to rod or cap. New light-weight design.
Type Ignition	Water-proof, high tension magneto; permanent magnet cast integrally with flywheel. Specially designed McCulloch moisture-proof coil insures easy starting.		Connecting Rod Length Center to Center (in.)	2.51                      63,7 mm
Coil to Flywheel Clearance (inches)	.007 - .012	,214 - ,306 mm	Connecting Rod Crankpin Bearings	24 Loose Needle Rollers.
Ignition Timing Procedure	Use Timing Tool.		Connecting Rod Wrist Pin Bearing	Needle Bearings.
Ignition Timing B.T.C.	25° Static.		Main Bearings	Ball Bearings each end.
Location of Breaker Points and Condenser	Under Flywheel.		Piston	Aluminum Permanent Mold. Over-size piston available.
Breaker Point Gap (inches)	.017 - .019	,43 - ,48 mm	Piston Rings	2 narrow, thin-racing, chrome plated steel compression rings assure quick sealing, low friction and long life.
Spark Plug Type	Champion J79 or AC M142K		Flywheel	High pressure aluminum alloy die casting with integral magneto magnets and with steel hub and reinforcing plate.
Spark Plug Gap (inches)	.025 - .028	,64 mm	Starter	Conventional types adaptable.
Throttle Type	Butterfly.		Clutch	Automatic centrifugal adaptable.
Carburetor Type	Special new McCulloch diaphragm type with low air-flow restriction, enabling engine to operate efficiently in all position, 3/4 inch venturi. Adjustable for idle speed mixture and for high speed mixture.		Muffler	Straight stack.
Air Filter Type	Conventional types adaptable.		Mounting	Use the four bolt holes on the bottom of the crankcase for mounting engine. Engine will operate in any position.
Type Fuel Recommended	Automotive regular grade.			

McCULLOCH CORPORATION 6101 West Century Blvd. Los Angeles 45, California

Specifications subject to change without notice.

## ENGINE DIMENSIONS



Go with the champions... Go with McCulloch!

ADV 864