

# HOTTER THAN HOT



NEW McCULLOCH

# MC-6

- 41.5% MORE POWER THAN MC-5
- NEW RACING CARBURETOR
- RACING PISTON ASSEMBLY
- STROKED CRANKSHAFT

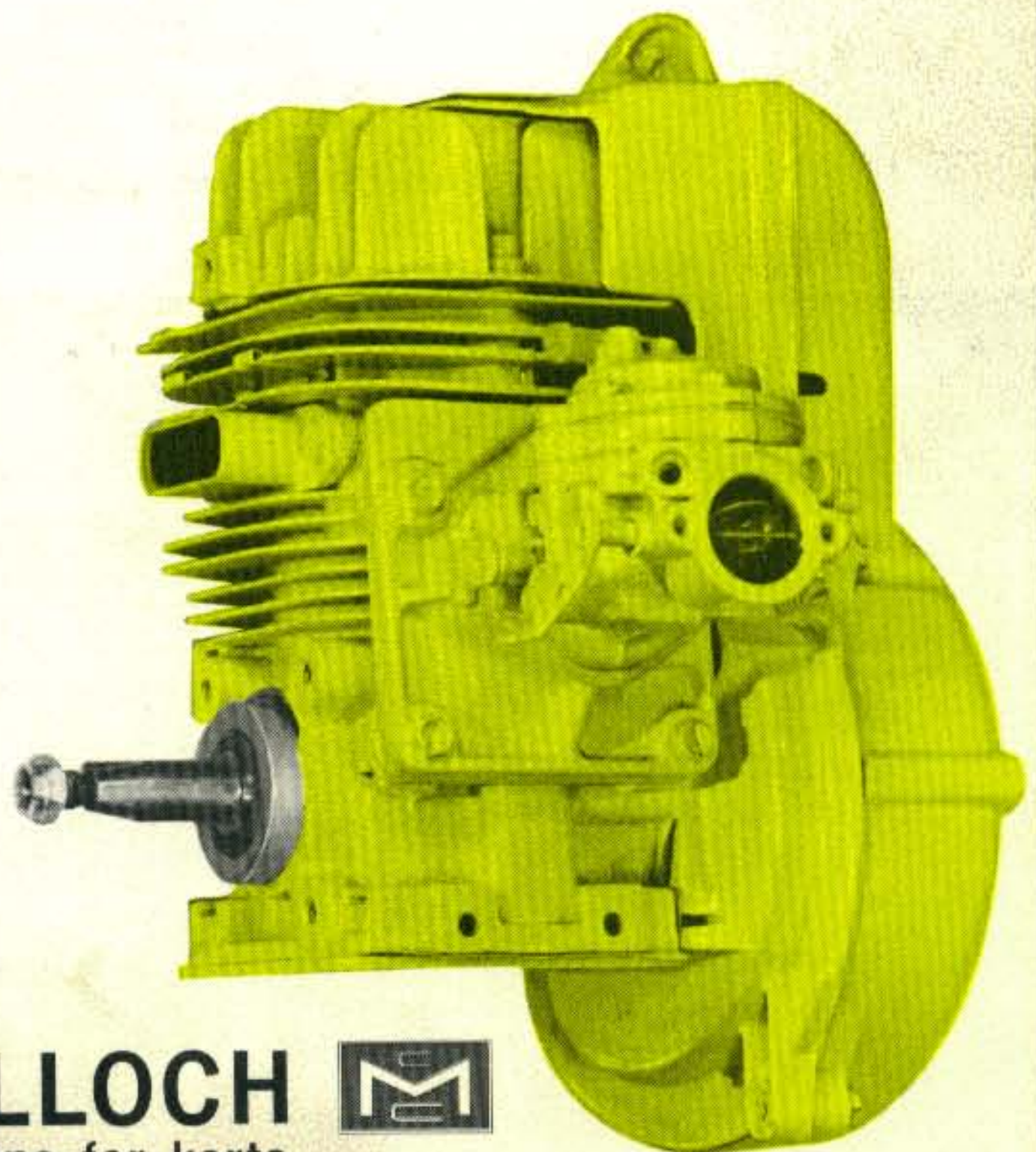
The mark of any championship kart engine is the ability to win and win *consistently* against all competition. McCulloch kart engines have shown this ability beyond a doubt by winning nearly every race they have entered. The McCulloch MC-5 and MC-10 kart engines have won more trophies and set more records than any other engines in the industry.

The *all new* McCulloch MC-6 engine has been designed and engineered to *win on any kart, on any track*. This power-packed engine meets all requirements for Stock A racing and when dualled will qualify for Stock B competition.

Compact, yet light weight and rugged—the MC-6 carries a displacement of 5.3 cubic inches and a compression ratio of 9.2:1. Its combination of high torque and rpm's (10,000-12,000) means full, positive power in any racing situation.

Karts powered by McCulloch MC-6's will be frequent visitors to the winner's circle. Buy the new MC-6 and carry the checkered flag across the Start-Finish line.

List price only **\$99<sup>50</sup>** f.o.b. Los Angeles



Go with the Champions! Go with **McCULLOCH**  
the hot engine for karts



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|---|--|
| <b>Weight of Unit</b>                           | 10 lbs.  |
| <b>Type of Engine</b>                           | Single cylinder, two stroke air-cooled, crankcase scavenged.   |
| <b>Type of Cylinder</b>                         | Die cast, deep finned aluminum alloy w/precision honed cast iron liner and detachable head. Over-size pistons available.   |
| <b>Bore</b>                                     | 2.125  |
| <b>Stroke</b>                                   | 1.500  |
| <b>Displacement</b>                             | 5.3 cu. in.  |
| <b>Compression Ratio to 1</b>                   | 9.2  |
| <b>Maximum Free R.P.M. (Approximate)</b>        | 12,000 - 15,000  |
| <b>Direction of Rotation (Facing Flywheel)</b>  | Counter Clockwise  |
| <b>Piston Speed at Rated R.P.M. (ft./min.)</b>  | 1,750  |
| <b>Type Ignition</b>                            | Water-proof, high tension magneto; permanent magnet cast integrally with flywheel. Specially designed McCulloch moisture-proof coil insures easy starting.                           |
| <b>Coil to Flywheel Clearance (inches)</b>      | .007 - .012  |
| <b>Ignition Timing Procedure</b>                | Insert pin in flywheel; set points to kiss.  |
| <b>Ignition Timing B.T.C.</b>                   | 25° Static   |
| <b>Location of Breaker Points and Condenser</b> | Behind flywheel  |
| <b>Breaker Point Gap (inches)</b>               | .017 - .019  |
| <b>Spark Plug Type</b>                          | Champion J-4-J   |
| <b>Spark Plug Gap (inches)</b>                  | .022 - .025  |
| <b>Throttle Type</b>                            | Butterfly  |
| <b>Carburetor Type</b>                          | Special racing diaphragm type with low air-flow restriction, enabling engines to operate efficiently in all positions. Adjustable for idle speed mixture and for high speed mixture. |
| <b>Air Filter Type</b>                          | Conventional types adaptable   |

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|---|---|
| <b>Type Fuel Recommended</b>                        | Automotive regular grade  |
| <b>Fuel-Oil Mixture with McCulloch Oil</b>          | 20:1  |
| <b>Fuel Tank</b>                                    | Conventional types adaptable  |
| <b>Type Fuel Supply</b>                             | Pulse pump  |
| <b>Type Crankcase Valve</b>                         | Reed and 3rd Port   |
| <b>Type Cylinder Scavenging</b>                     | Loop  |
| <b>Crankcase Material</b>                           | High pressure die casting of aluminum alloy for high strength to weight ratio.  |
| <b>Crankshaft Material</b>                          | Drop forged steel, carburized, hardened and precision ground.   |
| <b>Connecting Rod Material</b>                      | Drop forged steel, hardened, ground and broken by special process to insure perfect fit with no distortion to rod or cap. |
| <b>Connecting Rod Length Center to Center (in.)</b> | 2.51  |
| <b>Connecting Rod Crankpin Bearings</b>             | 24 Loose Needle Rollers   |
| <b>Connecting Rod Wrist Pin Bearing</b>             | Needle Bearings   |
| <b>Main Bearings</b>                                | One Needle, One Ball  |
| <b>Piston</b>                                       | Taper-ground, aluminum, permanent mold (available in 3 over-size dimensions up to .030).                                  |
| <b>Piston Rings</b>                                 | Narrow, quick sealing, low friction and long life. Top ring chrome plated.  |
| <b>Flywheel</b>                                     | High pressure aluminum alloy die casting with integral magneto magnets and with steel hub and reinforcing plate.          |
| <b>Starter</b>                                      | Conventional types adaptable.   |
| <b>Clutch</b>                                       | Automatic centrifugal adaptable.  |
| <b>Muffler</b>                                      | Straight Stack.   |
| <b>Mounting</b>                                     | Use the four bolt holes on the bottom of the crankcase for mounting engine. Engine will operate in any position.          |

Specifications subject to change without notice.

### KART ENGINE DIMENSIONS

