



**NO!** But McCulloch's great new MC70 with dual carbs gives you double-barrelled power that blasts you into the lead. Here's "out of the box" power that shoots down the competition. Everything about it says, "Loaded!" If you're not already on to McCulloch's winning ways, this is the engine to start with . . . with a bang!

## McCULLOCH MC70

# THE WORLD'S MOST POWERFUL\* KART ENGINE

\* per cubic inch displacement — stock



- Stock with —
- Twin Velocity Stacks
  - Dual McCulloch Carburetors
  - Special V-6 Reed Block and Manifold
  - 2.217 Bore / 1.835 Stroke
  - 7.08 cu. in. Displacement
  - Lightweight Racing Rod
  - Loop Scavenged Engine
  - Gullied Exhaust Port
  - Polished Crank
  - Pinned Rings

F.O.B. Los Angeles

**\$179.95**

manufacturer's suggested retail price

**McCULLOCH**  
the home of the champions!



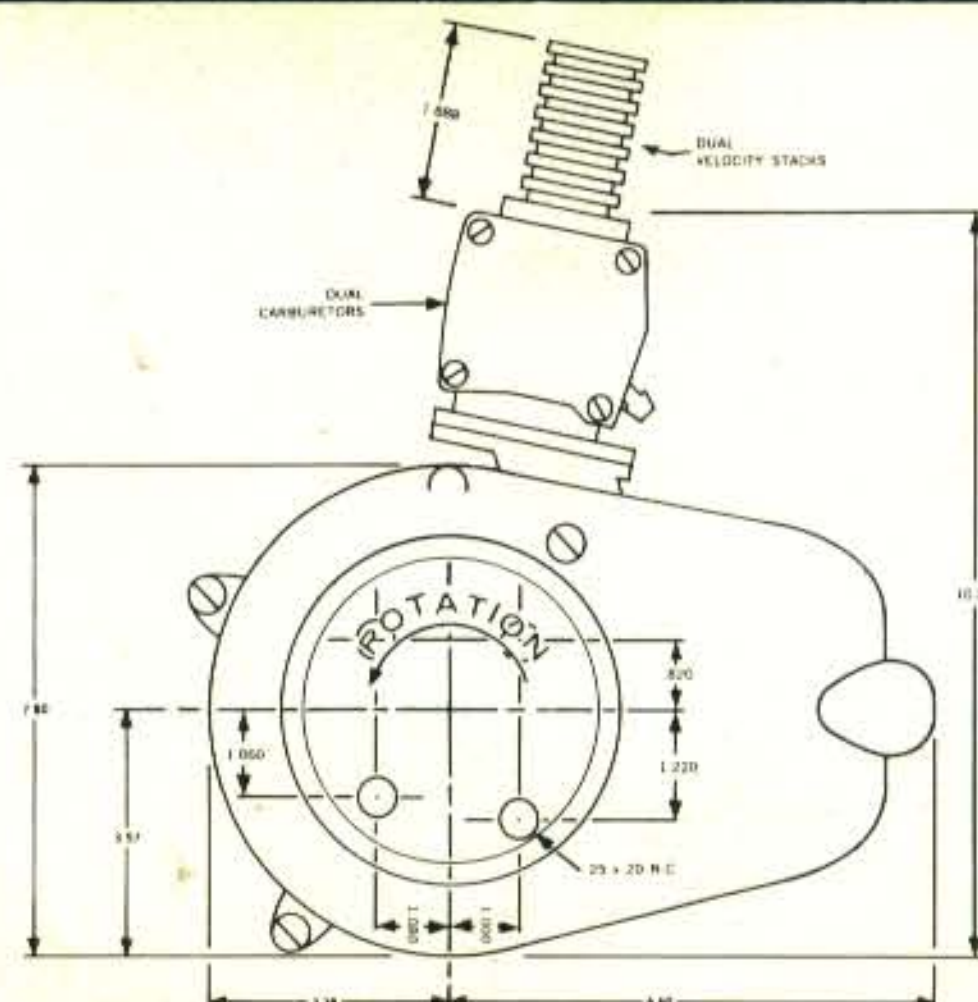
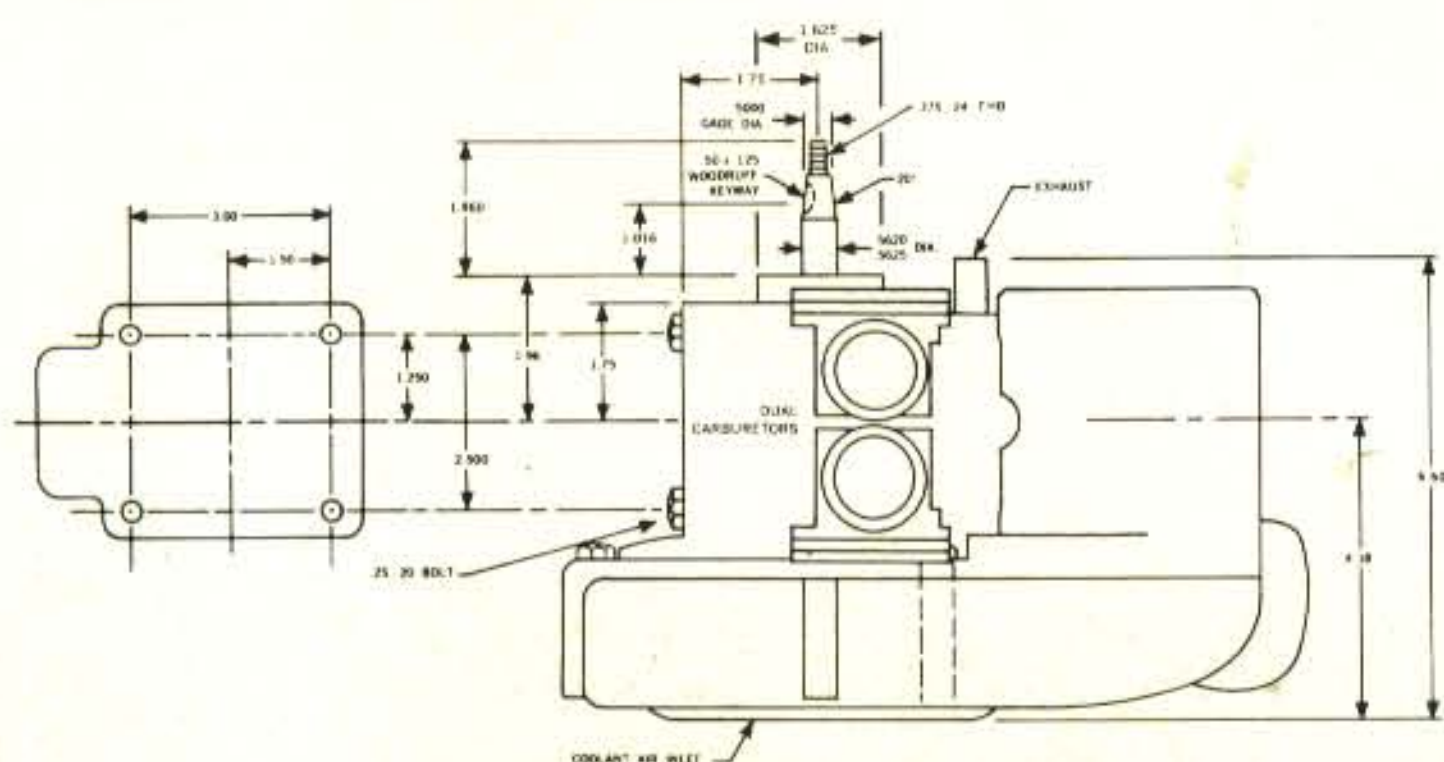
# McCULLOCH MC70 KART ENGINE



Weight of Unit	12.75 lbs.	5,78 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. Over-size piston available.		Type Fuel Supply	Pulse pump.
Bore	2.217	56,3 mm	Type Crankcase Valve	Reed and 3rd Port.
Stroke	1.835	46,6 mm	Type Cylinder Scavenging	Loop
Displacement	7.08 cu. in.	116 cm <sup>3</sup>	Crankcase Material	High pressure die casting of aluminum alloy for high strength to weight ratio.
Compression Ratio to 1	10.0		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.)	2.75                          69,85 mm
Coil to Flywheel Clearance (inches)	.007 - .012	,178 - ,306 mm	Connecting Rod Crankpin Bearings	24 Loose Needle Rollers.
Ignition Timing B.T.C.	25° Static.		Connecting Rod Wrist Pin Bearing	Needle Bearings.
Location of Breaker Points and Condenser	Under Flywheel.		Main Bearings	Ball Bearings each end.
Breaker Point Gap (inches)	.017 - .019	,43 - ,48 mm	Piston	Aluminum Permanent Mold .030 Oversize piston available.
Spark Plug Type	Champion J79 or AC M142K		Piston Rings	2 narrow, thin-racing, chrome-plated steel compression rings assure quick sealing, low friction and long life. Pinned.
Spark Plug Gap (inches)	.025 - .028	,64 - ,72 mm	Flywheel	High pressure aluminum alloy die casting with integral magneto magnets and with steel hub and reinforcing plate.
Throttle Type	Butterfly.		Starter	Conventional types adaptable.
Carburetor Type	Duals. Special new McCulloch diaphragm type with low air-flow restriction, enabling engine to operate efficiently in any position. ¾ inch venturi. Adjustable for idle speed mixture and for high speed mixture.		Clutch	Automatic centrifugal adaptable.
Velocity Stacks	Duals. Standard Equipment.		Muffler	Conventional types available.
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.			

Prices and Specifications subject to change without notice and without obligation.

## KART ENGINE DIMENSIONS



**Go with the champions... Go with McCulloch!**

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ADV 872  
Litho in U.S.A.