

## PUSH ROD BULLETIN

- Please note the change to the UT2 120 Pushrod max length adjusted from 4.799 to the updated spec of **4.803**

## CONNECTING ROD BULLETIN



- We have discovered that some 120 and 160 replacement connecting rods have been coming straight from the factory with a ground finish on them. We are going to allow this as long as they do not change the spec of the rod.
- Currently part #13200-zot-800 has shown these factory markings.

## HONDA UT2 160 200 CARB DUMP TUBE BULLETIN

- Please note that the following changes to the UT2 160 200 carb dump tube.
  - E. Carburetor venturi bore needs to be changed from .572 - to **.576**

One the following page, #2 has been adjusted as well.

- 2. Main nozzle will be checked with a No/Go Gauge (~~0.444~~) (0.449") If gauge goes over dump tube - carb is illegal. This is best measured using a 0.452" rod type gauge with a ~~0.444~~ 0.449" flat area to be used as a go gauge.

## HONDA UT2 160 TECH MANUAL CARBURETOR BULLETIN

Under the carburetor headline please note the additional information added to letter B.

- Carburetor identification number: BE 65 B Thailand BE 65 Q, BE 54 D **with main nozzle 16166-ZH8-W50 may be used.**

## HONDA 120 TECH MANUAL CARBURETOR BULLETIN

Under the carburetor headline please note the additional information added to number 7 under the subheading letter b.

- Heavy Honda: BE 65 B, Thailand BE 65 Q, **and BE 54 D with main nozzle 16166-ZH8-W50 may be used.**

### **HONDA 120 CAM PROFILE LIMITS BULLETIN**

Please note the following changes to the Honda 120 Camshaft Profile Limits

- On the Intake side the following numbers have been updated:
  - 0.150" ~~162.5~~ 162 to 167 ATDC
  - 0100" ~~180.5~~ 180 to 185 ATDC
  - 0.050" ~~197.5~~ 197 to 201 ATDC

### **TIMING BULLETIN**

A Dewalt DWD 520 or drill that meets its equivalent specifications should be used when checking timing in all .25 midget engine platforms.