



- Bore and stroke are virtually equal, for the widest possible power band and the ability to adapt to any track.
- Precision-machined aluminum piston reduces rotational mass and the tolerances necessary for a perfect compression seal.
- The high-tensile, A7075 “knife-edge” aluminum conrod is double-bushed for friction-free operation.
- Teardrop-shaped ribs INSIDE the crankcase channel compress fuel and air flow, for a larger combustion charge and better post-burn cooling.
- Meets IFMAR and ROAR 3-port specifications, and a 5.5mm carb restrictor is supplied that attaches in seconds.
- Matching tapers on the button head and included P6 medium-heat glow plug seal and shape the combustion chamber for top efficiency.
- More sophisticated porting and a chrome-plated sleeve mean cleaner, more efficient aeration, stronger performance and longer engine life.

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### **FIVE ports on the .12 TZ (P)-T5 allow racers to go outrageously “outlaw”!**

- Unlike anything you’ve ever seen in a .12-size power plant!
- The 2-piece Turbo head and P6 glow plug produce optimum “burn” and peerless power.
- The versatile T5 isn’t just for touring; trucks and buggies will also benefit from its exceptional performance!



**.12 TZ (P)-T5 ABC Turbo**



- Easy, three-needle tuning puts all of the carb’s exceptional adjustability at modeler’s fingertips. The 11M rotary carb is great for off-landers; the 11H slide-valve carb is ideal for touring cars.



- A Turbo head with an extra-wide 29mm inner head and 49mm outer head peaks performance with added inches of cooling area. Tornado scallops on the sides add unique looks.



- Like the carburetors found on the 3-port models, the 5-port's 11HB carb features a broad adjustment range and easy 3-needle tuning. In addition to the ROAR-legalizing 5.5mm carb restrictor, this engine also includes a 6.5mm restrictor for outlaw racing.