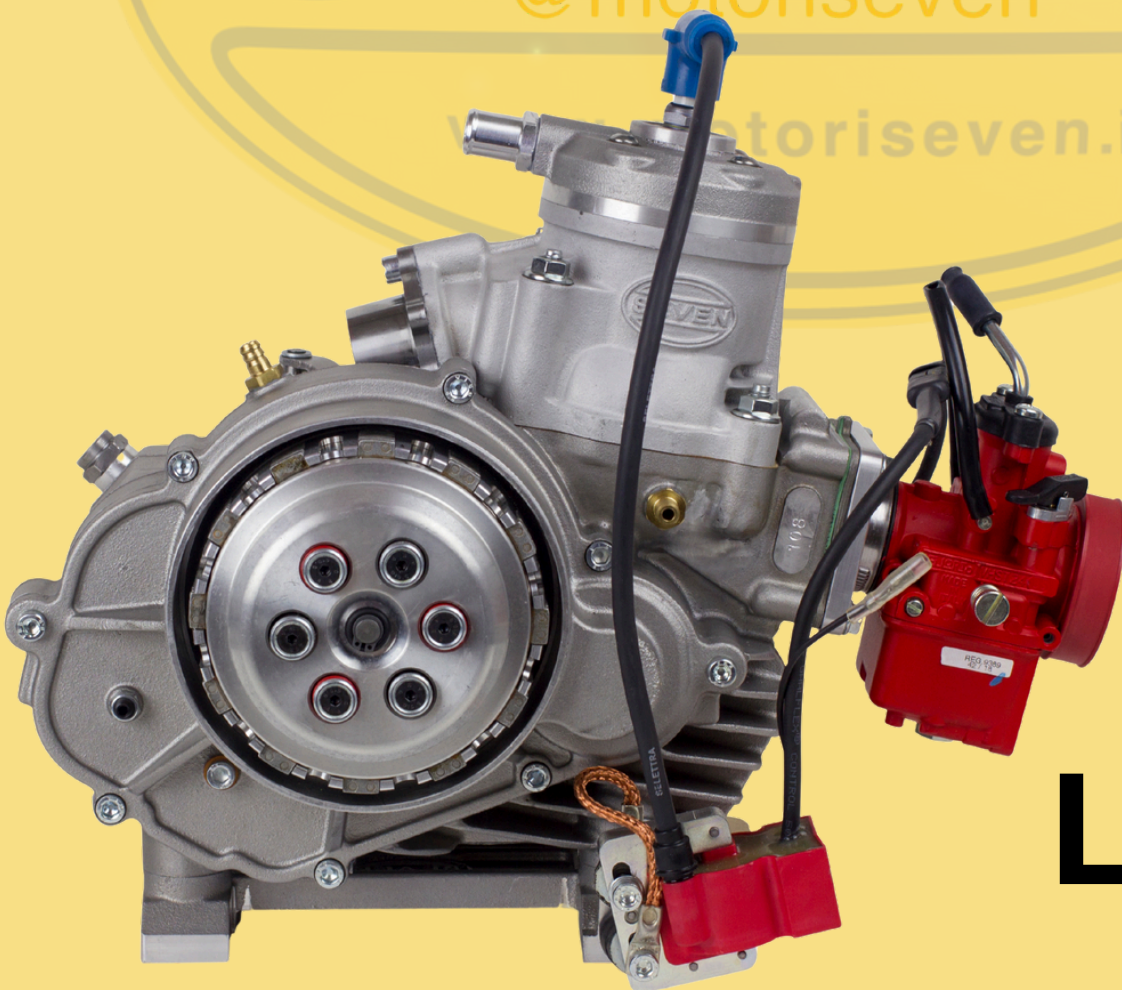




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L8 JR

USER MANUAL

TECHNICAL SPECIFICATIONS L8 JR

TYPE	Single cylinder 2 stroke
INTAKE SYSTEM	Reed valve intake
BORE	47
STROKE	46,5
DISPLACEMENT	80 cc
COOLING	Water cooled
GEARBOX	6 speed
GEAR SHIFT	Steering wheel paddle, cable-operated
SPARK PLUG	Brisk D10
CLUTCH	Dry multi-disc
IGNITION	Selettra with fixed timing
ENGINE RPM	13.200 RPM
CARBURETOR	Dell'Orto VHST 28mm
SILINER	Elto
POWER	25CV

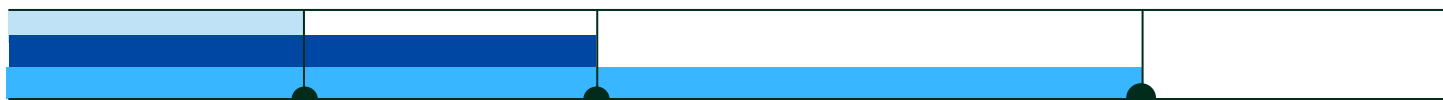


MAINTENANCE TIME L8 JR - 80CC

6 H

12H

35H



PISTON
PISTON CAGE

- OIL SEAL
- BEARINGS
- CRANKBEARING
- SILVER CRANK WASHER
- COUPLING SHAFT
- PISTON BEARING
- GASKET KIT
- ENGINE OIL
- CABLE PADDLE SHIFTER

- CONNECTING ROD
- CLUTCH DISCK
- CLUTCH SPRING
- LAMELLA



SPARE PARTS

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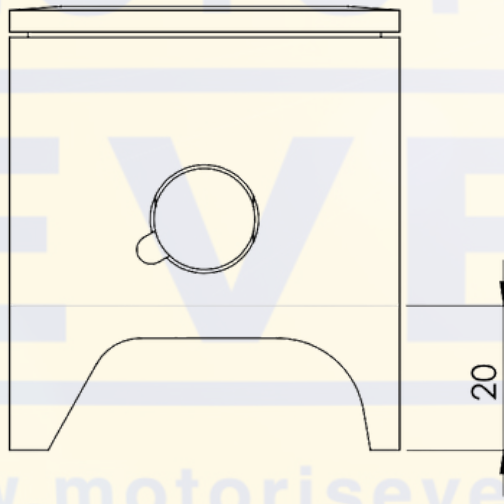
PISTON

The recommended clearance between piston and cylinder with a new piston is 0,07mm.

The piston replacement must be done at specific intervals.

MOTORI SEVEN suggest the piston replacement after 60lt of fuel (3h), or when the piston clearance is higher than 0,09mm.

The reference diameter of the piston has to be checked at 18mm from the base perpendicularly to the piston axle.



The measure marked on the head of the piston is the actual piston diameter.

Lapping the cylinder before installing a new piston is strongly recommended.

TECHNICAL DATA SUMMARY TABLE

DESCRIPTION	DATA	NOTE
FUEL MIXTURE	4%	RSK-BLU PRINT
GEARBOX OIL	230 ml	ATF DEXTRON III
OPERATING TEMPERATURE ENGINE	min.48°C / max.54°C	
TIMIN ADVANCE	1.9 mm	Before the T.D.C.
COMBUSTION CHAMBER VOLUME	8,9cm ³	8.8cm ³ min
SQUISH	0,80mm	Measured with "bridge" (2 simultaneous points) D. 1.5mm tin
OPENING EXHAUST PORT	190.5°	MAX 191°
STANDARD SPARK PLUGS	NGK B10EG	
RANCING SPARK PLUGS	BRISK D10 NGK R7282 - 105	Use with specific spark plug cap

FASTENER TORQUE VALUE

FASTENER NAME	NOM.SIZE	VALUE (METRIC SYS)	VALUE (IMPERIAL SYS)
SPARK PLUG	Ex. 20.8	20Nm	175 lb-in
HEAD CYLINDER NUTS	M8	20Nm	175 lb-in
CYLINDER NUTS	M8	20Nm	175 lb-in
SCREW TCEI MISCELLANEOUS	M6	12Nm	105 lb-in
IGNITION STATOR FIXING SCREWS	M5	8Nm	70 lb-in
IGNITION ROTOR FIXING NUT	M12x1	20Nm	175 lb-in
CLUTCH SPRING RETAINING NUTS	M6x1	10Nm	90 lb-in
CLUTCH DRUM RETAINING NUT	M16x1	70Nm	620 lb-in

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CARBURATOR BASE SETUP

BASIC SETUP MOTORI SEVEN L8 JR		
MAIN JET = 122	ATOMIZER = AQ 269	FUEL NEEDLE = 300
MIN JET = U36	NEEDLE = D56 (2,5 notch)	THROTTLE VALVE = 45
AIR SCREW = 1 TURN	STARTER JET = 60	FLOATS = 9.3g



The base carburetor setup is intentionally generic, as environmental temperature and fuel characteristics are not known.

SUGGESTED CARBURETTOR SETUP FOR COMPETITION

OUTSIDE TEMPERATURE	NEEDLE	NOTCH	ATOMIZER	JET MAX	EMULSION TUBE	THROTTLE GAS	AIR SCREW MIN
T>22°C	D56	2,5 rd	AQ268	112	U36	45	1
T=10-20°C	D56	2,5 rd	AQ269	115	U36	45	1 1/4
T=2-10°C	D56	3 rd	AQ270	120	U36	45	1 1/2
Rain	D56	2 rd	AQ269	115	U36	45	1

SPEED CALCULATOR BY GEAR RATIO

ENGINE SPROCKET	REAR SPROCKET	RATIO	SPEED Km/h
15	29	1,933	104,51
16	30	1,875	107,76
15	28	1,867	108,24
16	29	1,813	111,48
15	27	1,800	112,25
17	30	1,765	114,50
16	28	1,750	115,46
15	26	1,733	116,57
17	29	1,706	118,45
16	27	1,688	119,74
15	25	1,667	121,23
17	28	1,647	122,68
16	26	1,625	124,34
15	24	1,600	126,29
17	27	1,588	127,22
16	25	1,563	129,32
15	23	1,533	131,78



Gearbox Exploded view L8 Jr