



MOTORE / ENGINE
L8JR - KZ JUNIOR

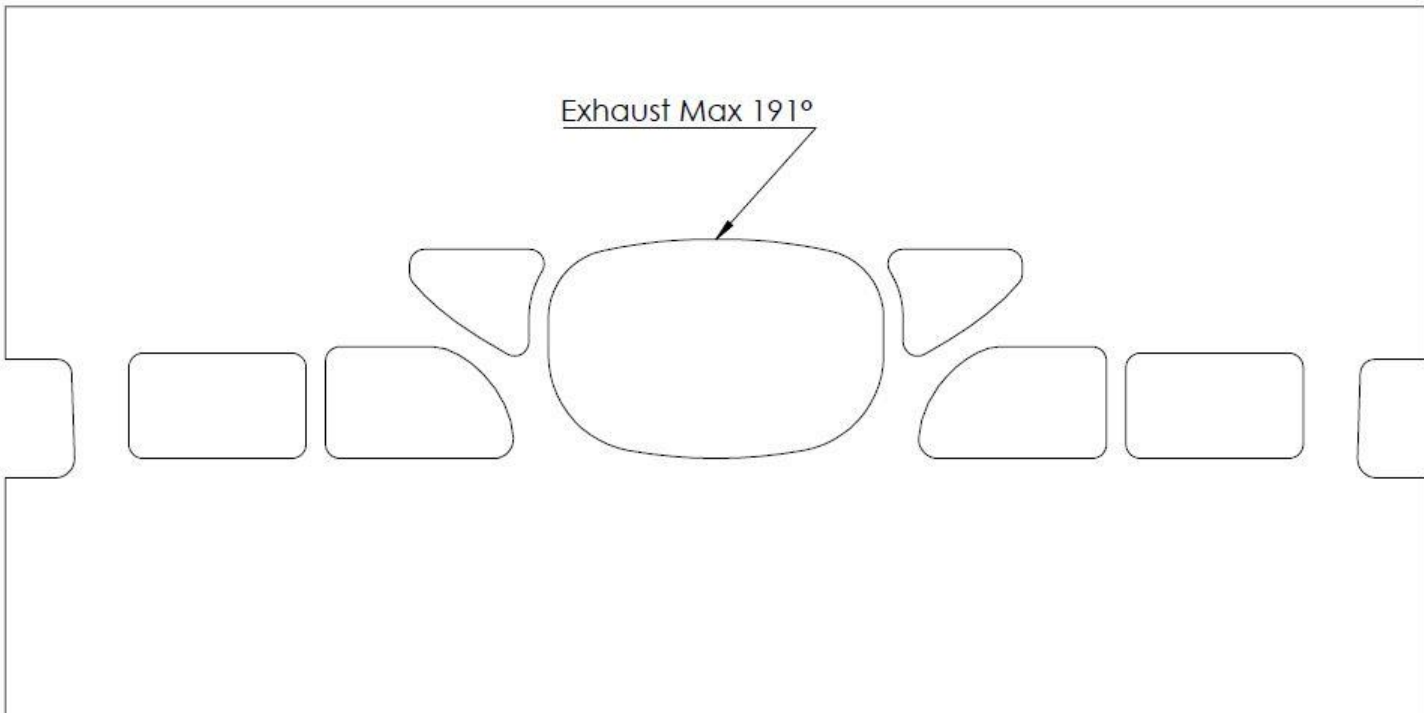
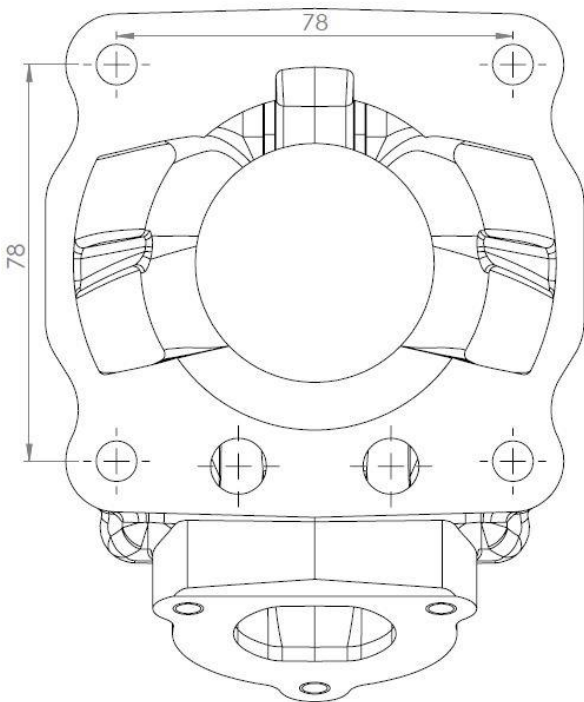
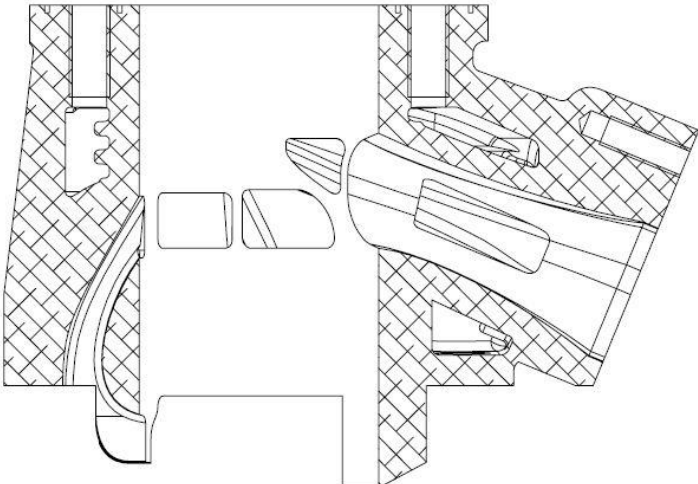
Costruttore	Manufacturer	MOTORI SEVEN
Marca	Make	MOTORI SEVEN
Modello	Model	L8 JR
Numero pagine / Anno	Number of pages / Year	12 / 2024



FOTO MOTORE LATO PIGNONE PHOTO OF DRIVE SIDE OF ENGINE	FOTO MOTORE LATO FRIZIONE PHOTO OF OPPOSITE SIDE OF ENGINE
---	---

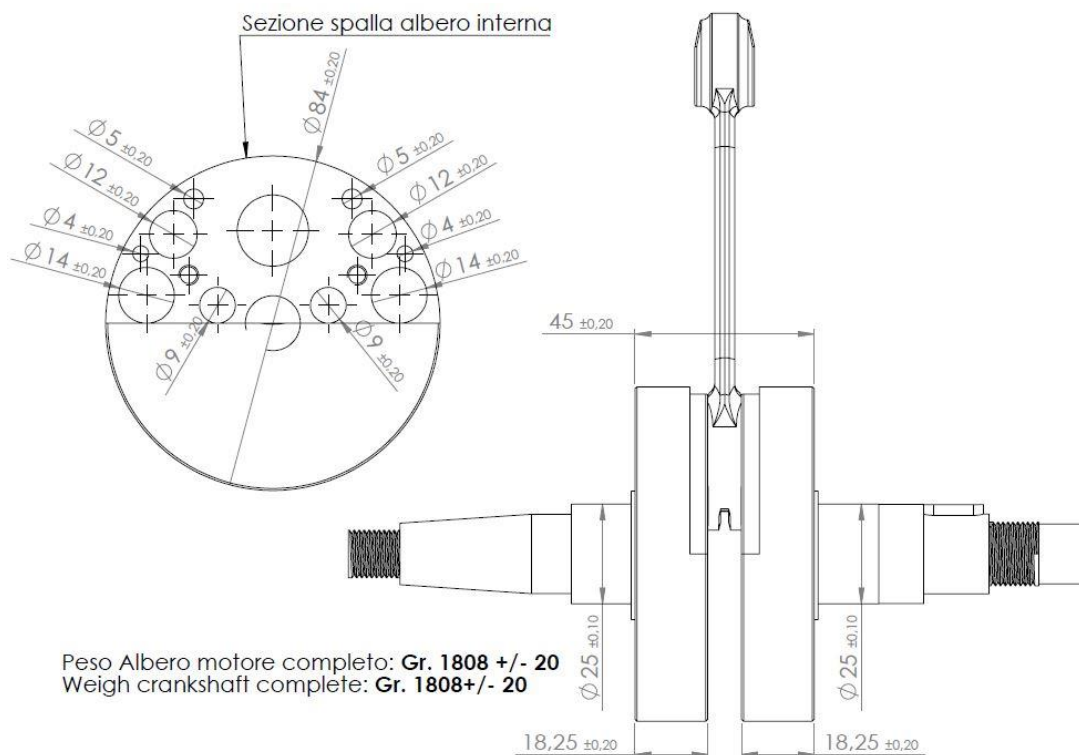
Timbro e firma Signature and stamp of the ASN	Timbro e Firma MOTORI SEVEN Signature and stamp of MOTORI -SEVEN

INFORMAZIONI TECNICHE		TECHNICAL INFORMATION	
	CARATTERISTICHE GENERALI		GENERAL CHARACTERISTICS
			Tolérances
Cilindrata teorica	<i>Theoretical engine displacement</i>	80.67 CM3	< 81cm³
Alesaggio originale	<i>Original Bore</i>	47 MM	
Alesaggio teorico massimo	<i>Theoretical maximum bore</i>	47,06 MM	
Corsa	<i>Stroke</i>	46,50 MM	
Sistema di raffreddamento	<i>Cooling system</i>	ACQUA / WATER	
Potenza teorica	<i>Theoretical power</i>	24 CV	
Tipo di ammissione	<i>Inlet System</i>	LAMELLARE	
Tipo di carburatore	<i>Carburetor Model</i>	VHST RED RACING	
Diametro Carburatore	<i>Carburetor diameter</i>	24MM	
Frizione	<i>Clutch</i>	MECCANICA	
Sistema Cambio	<i>Gear System</i>	GEAR PADDLE KIT	
Lunghezza interasse biella	<i>Length between the axes of the connecting rod</i>	100 MM	±0.1mm
Volume camera di combustione	<i>Volume of combustion chamber</i>	8.8CC	Minimum
Modello cuscinetti banco	<i>Model crankshaft bearings</i>	6204 A SFERE NJ205 A RULLI BC1 - SKF	
Modelli candele autorizzate	<i>Spark plug model</i>	BRISK D10IR NGK – BR10EG NGK – B10EVX NGK – B10EG NGK - 7282	
Modelli silenziatore scarico	<i>Model exhaust silencer</i>	ELTO – TD ELTO – TD2 ELTO – TD3	
Distanziali di scarico	<i>Exhaust spacer</i>	NON AMMESSI /NOT ALLOWED	
Filtro Aria	<i>Air filter</i>	OMOLOGATO CIK FIA – FORO PRESE ARIA MAX 30,1MM	
Il motore deve rimanere originale in ogni sua parte, è concessa solo la pulizia interna del carter e la pulizia dello scarico del cilindro	<i>The engine must remain original in all its parts; only the internal cleaning of the crankcase and the cleaning of the cylinder exhaust are allowed</i>		

DISEGNO SVILUPPO DIAGRAMMI CILINDRO		DRAWING OF THE CYLINDER DEVELOPMENT	
Exhaust Max 191°  Lettura angolare con spessimetro da sp. 0,2mm - larghezza 5mm (chiusura- punto morto inferiore - chiusura) Angular reading with thickness of sp. 0,2mm - width 5mm (close-Point low dow-close)			
DISEGNO BASE CILINDRO	DRAWING OF THE CYLINDER BASE	VISTA SEZIONE CILINDRO	SECTION VIEW OF CYLINDER
E' consentito l'utilizzo di più guarnizioni 			

DISEGNO ALBERO MOTORE

DRAWING OF THE CRANKSHAFT



DISEGNO INTERNO CARTER

DRAWING OF THE INSIDE OF SUMP

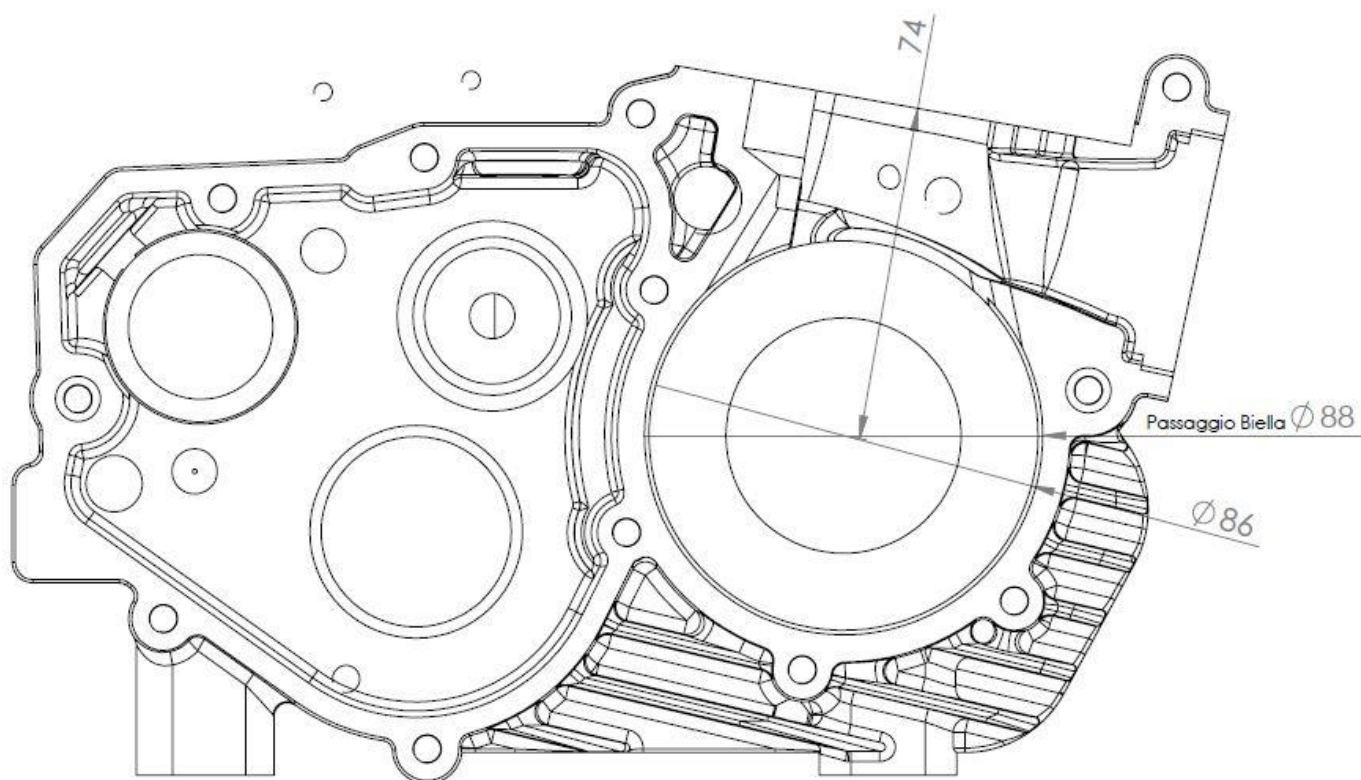


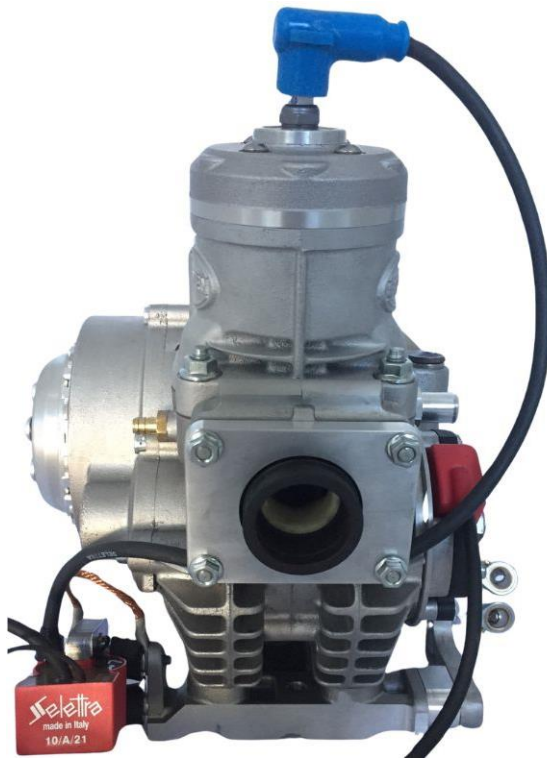
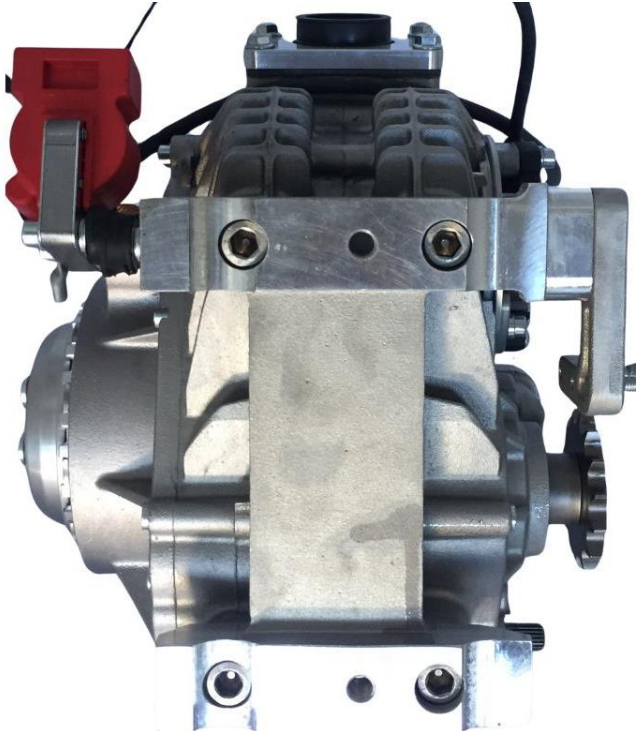
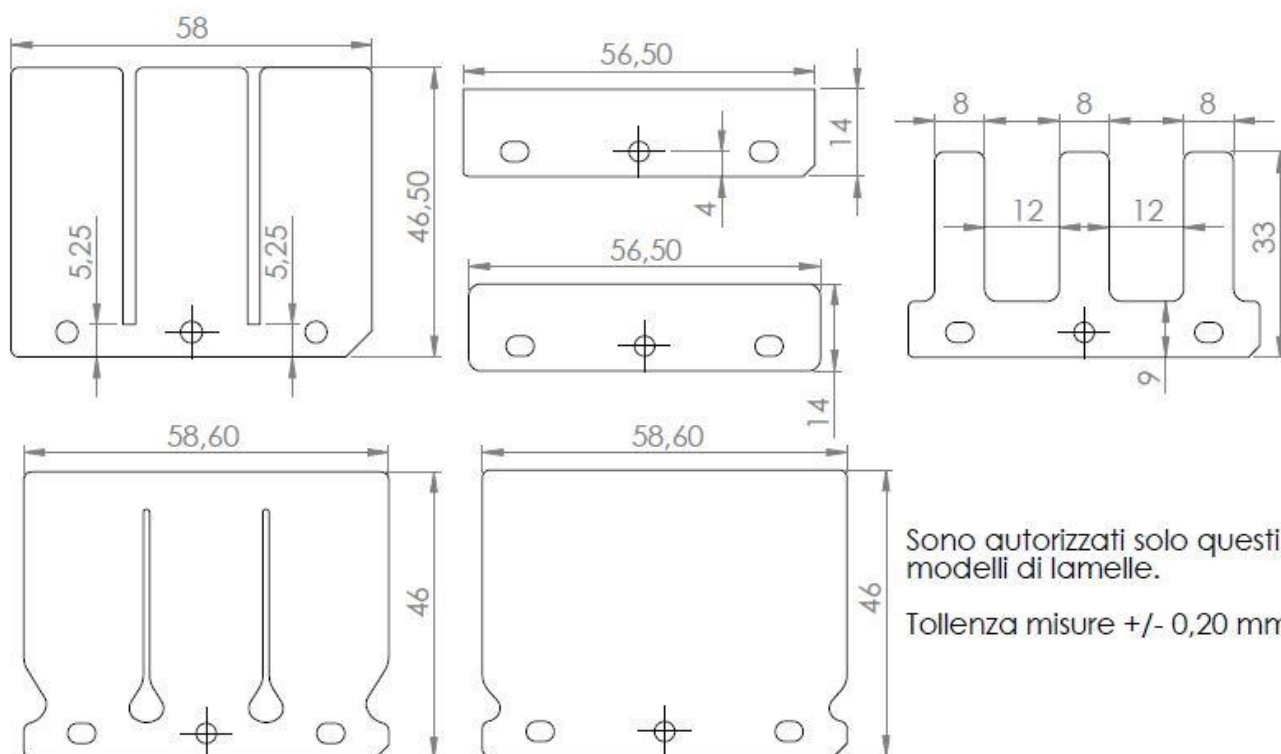
FOTO MOTORE DIETRO	PHOTO OF THE BACK OF THE ENGINE	FOTO MOTORE DAVANTI	PHOTO OF THE FRONT OF ENGINE
			
FOTO MOTORE SUPERIORE	PHOTO OF THE ENGINE TAKEN FROM ABOVE	FOTO MOTORE INFERIORE	PHOTO OF THE ENGINE TAKEN FROM BELOW
			

FOTO BASE CILINDRO	<i>PHOTO OF THE BASE OF THE CYLINDER</i>	FOTO TESTA	<i>PHOTO OF COMBUSTION CHAMBER</i>
			
FOTO CARTER (GUARNIZIONE BASE)	<i>PHOTO OF THE SUMP (GASKET FACE)</i>	FOTO INTERNO CARTER	<i>PHOTO OF AN INTERNAL PART OF THE SUMP</i>
			

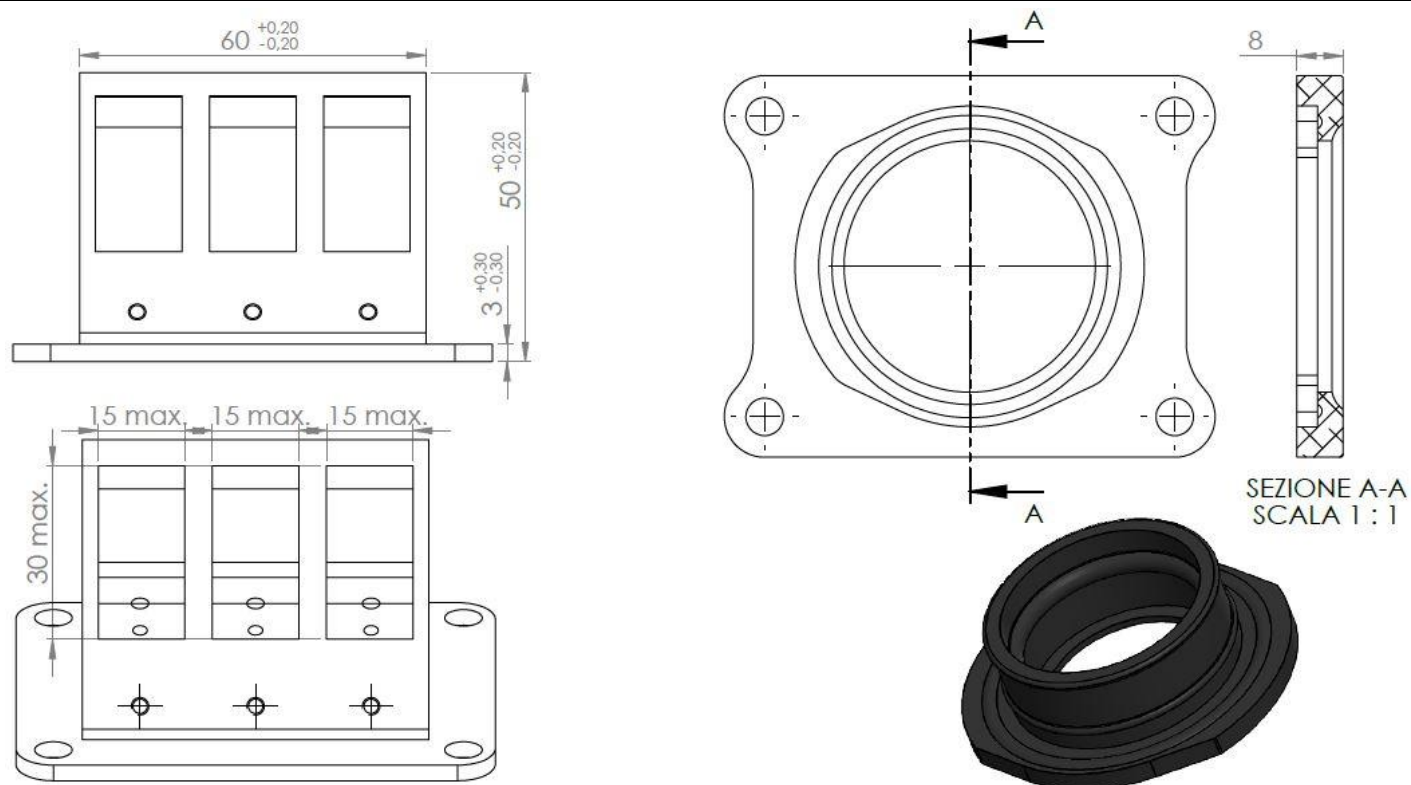
DISEGNO LAMELLE

DRAWING OF LAMELLAE



DISEGNO PACCO LAMELLARE E COLLETTORE ASPIRAZIONE

DRAWING OF REED VALVE AND INLET SYSTEM



CAMBIO DI VELOCITA'		GEARBOX	
Coppia Primaria	Primary coupling		<u>18/63</u>
Rapportature cambio		Gearbox ratios	
Marcia	Albero primario	Albero secondario	Lettura angolare dopo 3 giri di albero motore
<i>Gear</i>	<i>Primary shaft</i>	<i>Secondary shaft</i>	<i>Reading of values obtained after three engine revs</i>
1^{ère}/1st	<u>13</u>	<u>35</u>	<u>118°</u>
2^e/2nd	<u>16</u>	<u>29</u>	<u>170°</u>
3^e/3rd	<u>16</u>	<u>24</u>	<u>207°</u>
4^e/4th	<u>18</u>	<u>22</u>	<u>253°</u>
5^e/5th	<u>22</u>	<u>23</u>	<u>296°</u>
6^e/6th	<u>27</u>	<u>25</u>	<u>333°</u>

FOTO MARMITTA	PHOTOS OF THE EXHAUST
	

DISEGNO MARMITTA

EXHAUST DRAWINGS

Contiene tutte le misure relative alla costruzione della marmitta

Including all the information necessary to build this exhaust.

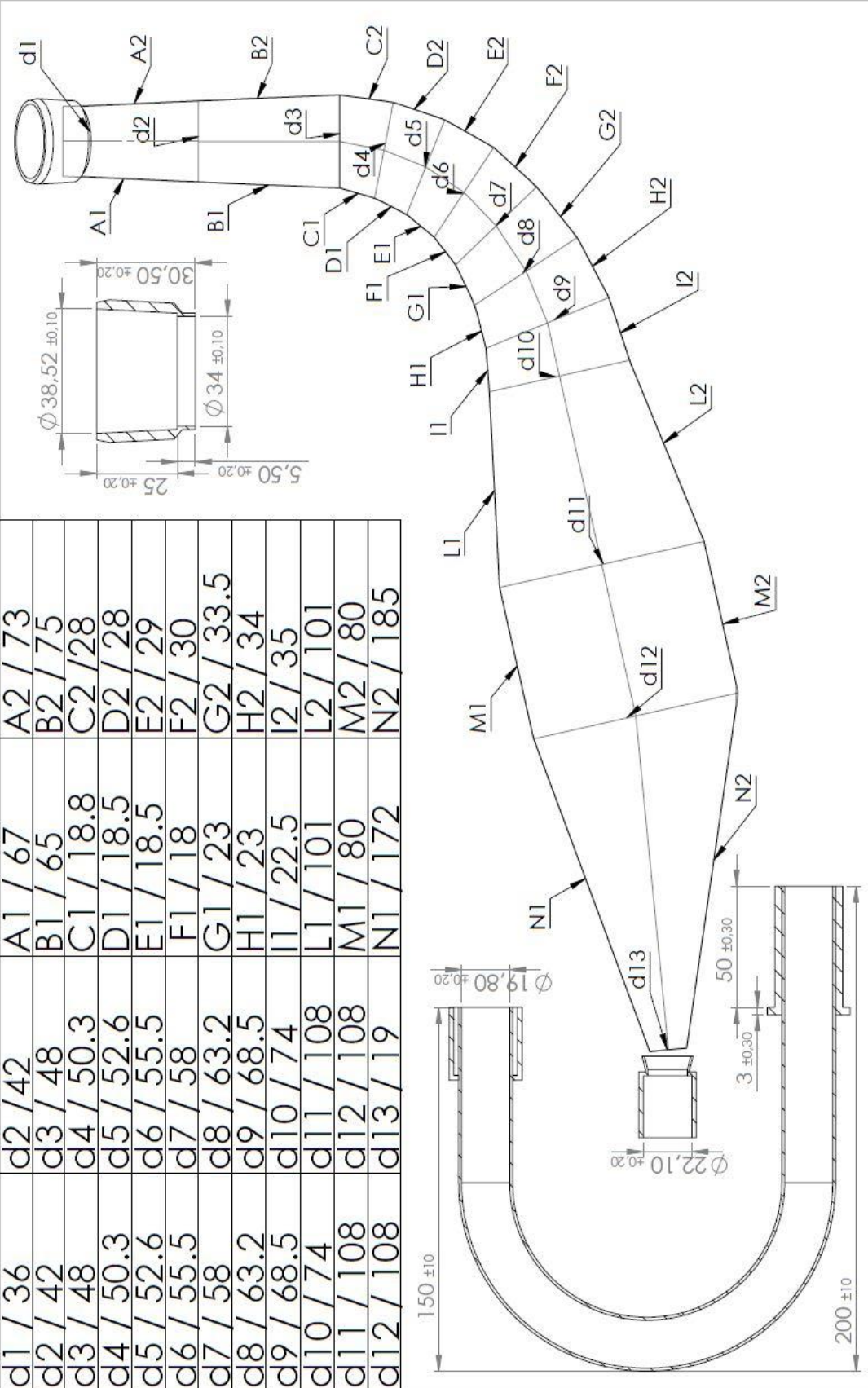


FOTO SISTEMA ACCENSIONE

PHOTO IGNITION SYSTEM

Accensione: SELETTRA

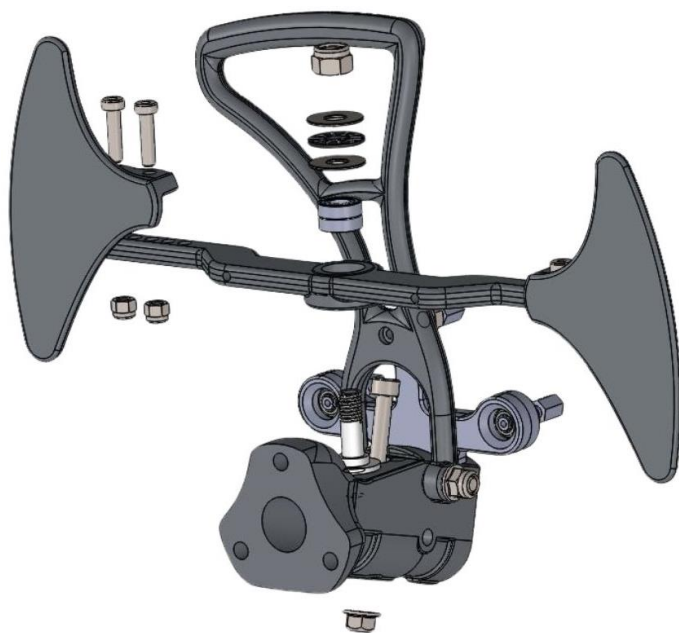
Modello: 041029

N°Omologa Cik Fia: 10/A/21



FOTO ASSIEME SISTEMA GEAR PADDLE

PHOTO GEAR PADDLE KIT



DISEGNO BIELLA

DRAWING OF CONNECTION ROD

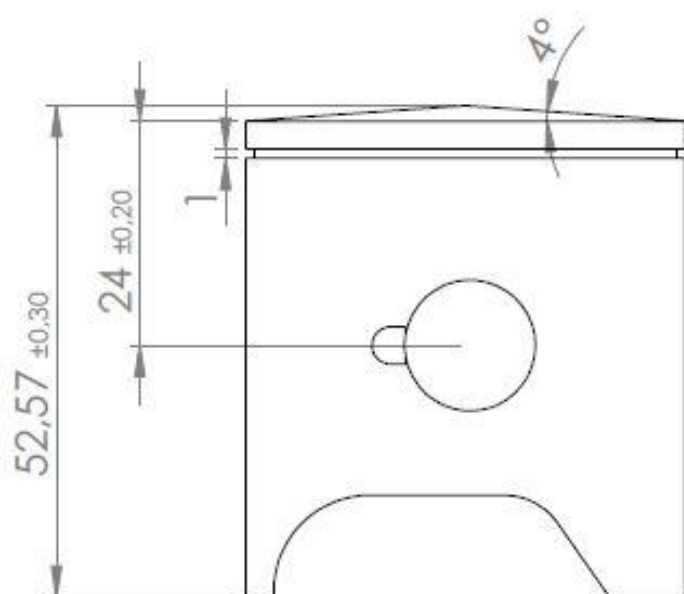


Peso biella: Min 105 Gr.
Weight connecting rod:
Min 105 Gr.

Materiale: Acciaio
Material: Steel

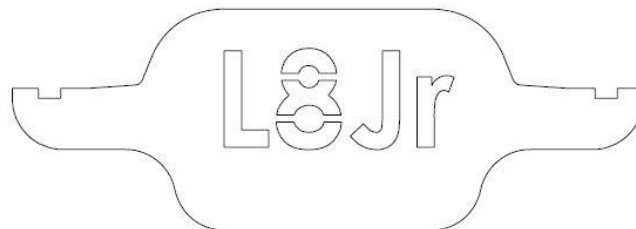
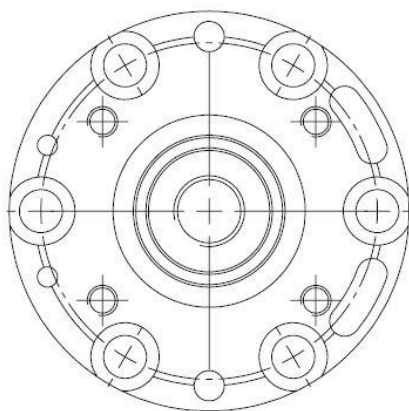
DISEGNO PISTONE

DRAWING OF PISTON

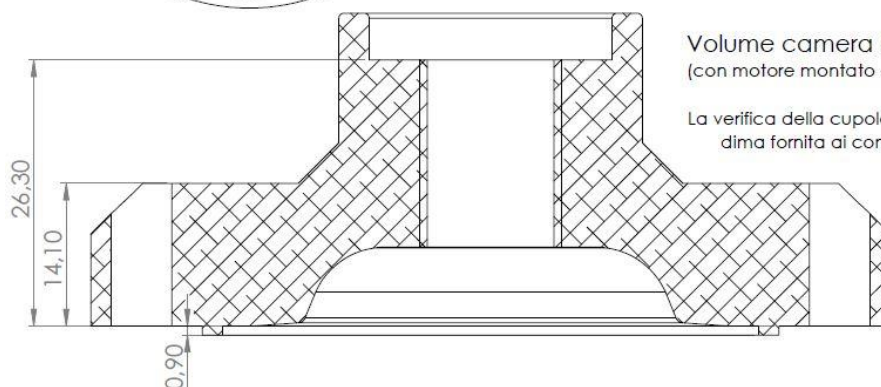


Peso pistone nudo: Gr.86 +/-5
Weight only piston: Gr.86 +/-5

Materiale pistone: Alluminio
Material piston: Allumimium

DISEGNO TESTA
DRAWING OF HEAD


Dima controllo testa - Sp. 1mm
Head control template - Th. 1mm



Volume camera di combustione = **8,8 cc min.**
(con motore montato - pist. PMS ed inserto CIK)

La verifica della cupola della testa verrà effettuata con
dima fornita ai commissari tecnici dal promotore

Squish minimo: **0,8mm**
Misurato con stagno da 1,5mm
contemporaneamente contrapposti
su 2 punti

Materiale: Ergal

ESPLOSO CARBURATORE
EXPLODED DRAWING OF CARBURATOR

Carburatore: Dell'Orto VHST
24mm Red Racing or Standard

Spillo: D56

Polverizzatore: AQ269

Getto Massimo: Da 110 a 125
compresi

Getto Minimo: U36 .

Valvola gas: 45

