

FICHES IDENTIFICAZIONE

L8JR



MOTORE / ENGINE JUNIOR SHIFTER

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



FOTO MOTORE LATO PIGNONE
PHOTO OF DRIVE SIDE OF ENGINE



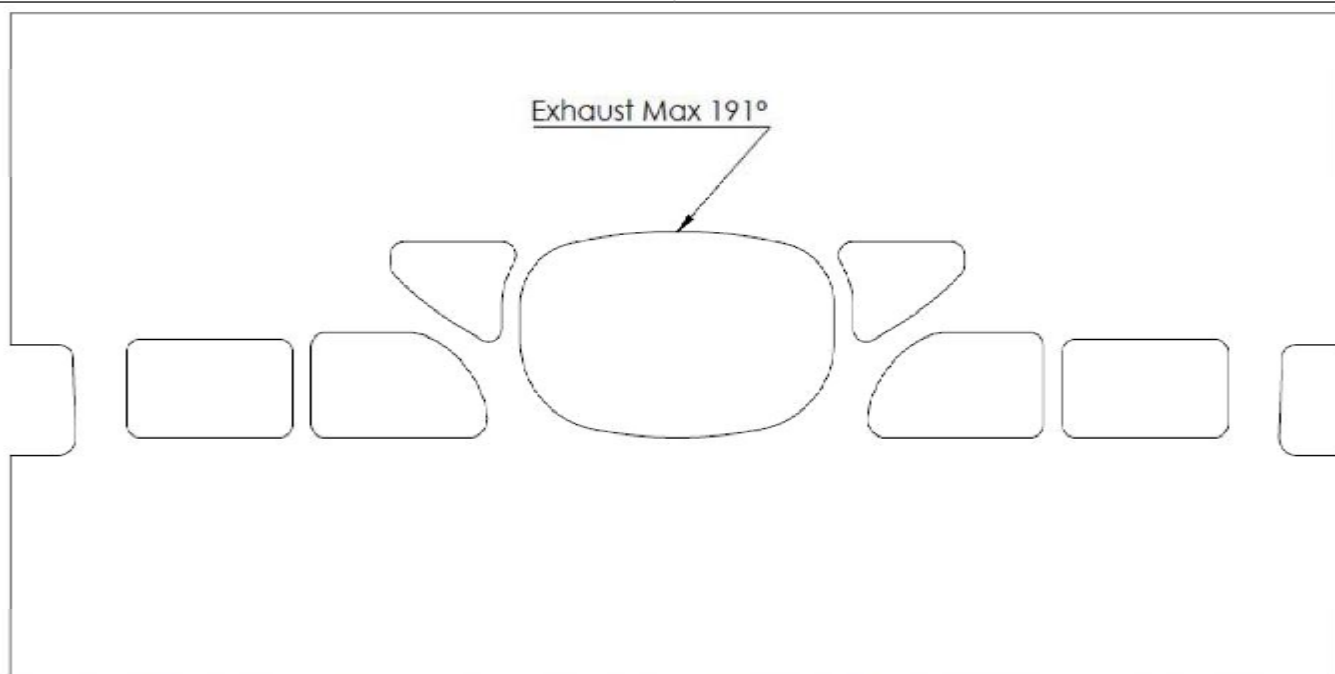
FOTO MOTORE LATO FRIZIONE
PHOTO OF OPPOSITE SIDE OF ENGINE

Timbro e firma ACI CSAI Signature and stamp of the ASN	Timbro e Firma Motori Seven Signature and stamp of MOTORI -SEVEN
	MOTORI SEVEN di BENEDETTI OSCAR Via Perticara, 130 47023 CESENA - FC Part. IVA 03110790403 

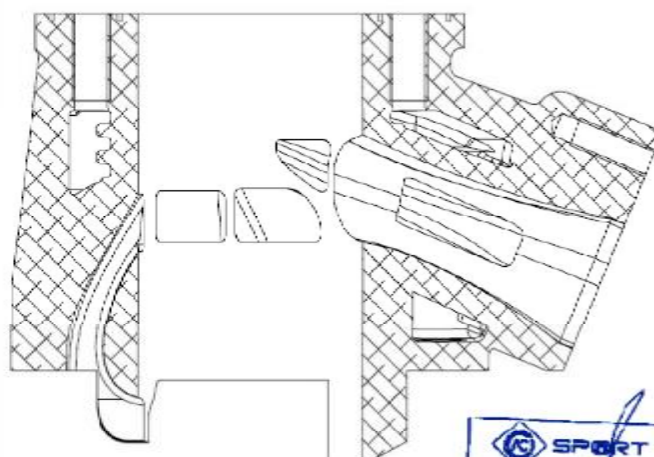
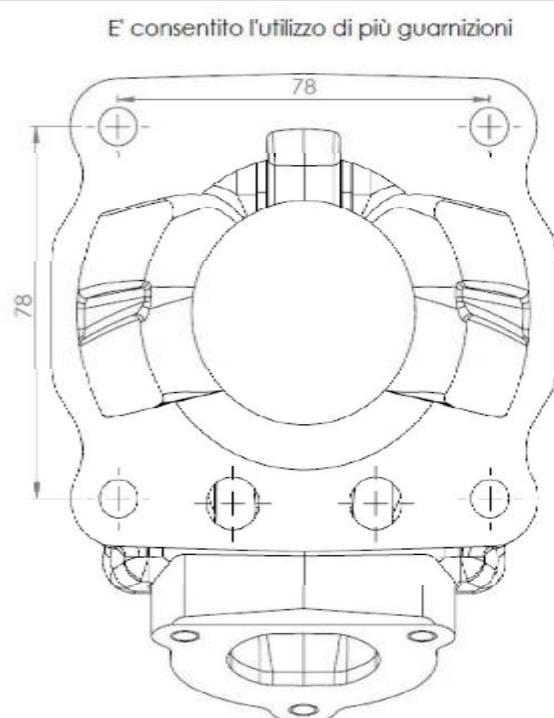
L8JR

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	
Modelli candele autorizzate	<i>Spark plug model</i>	BRISK D10IR NGK – BR10EG NGK – B10EVX NGK – B10EG	
Modelli silenziatore scarico	<i>Model exhaust silencer</i>	ELTO – TD ELTO – TD2 ELTO – TD3	



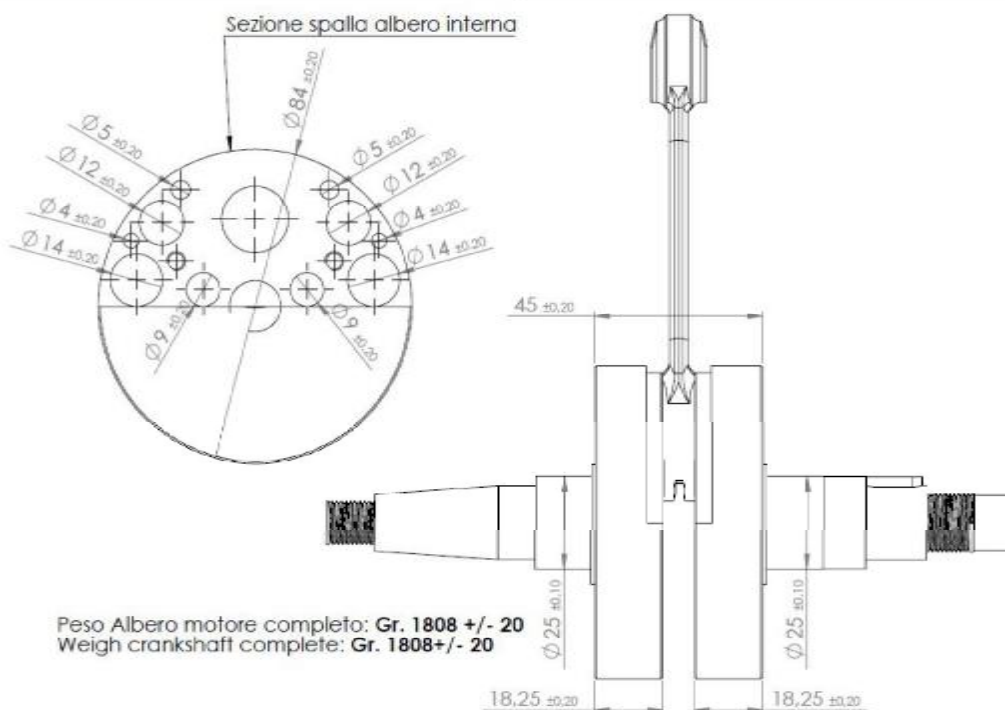
DISEGNO SVILUPPO DIAGRAMMI CILINDRO
DRAWING OF THE CYLINDER DEVELOPMENT


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**


DISEGNO ALBERO MOTORE

DRAWING OF THE CRANKSHAFT



DISEGNO INTERNO CARTER

DRAWING OF THE INSIDE OF SUMP

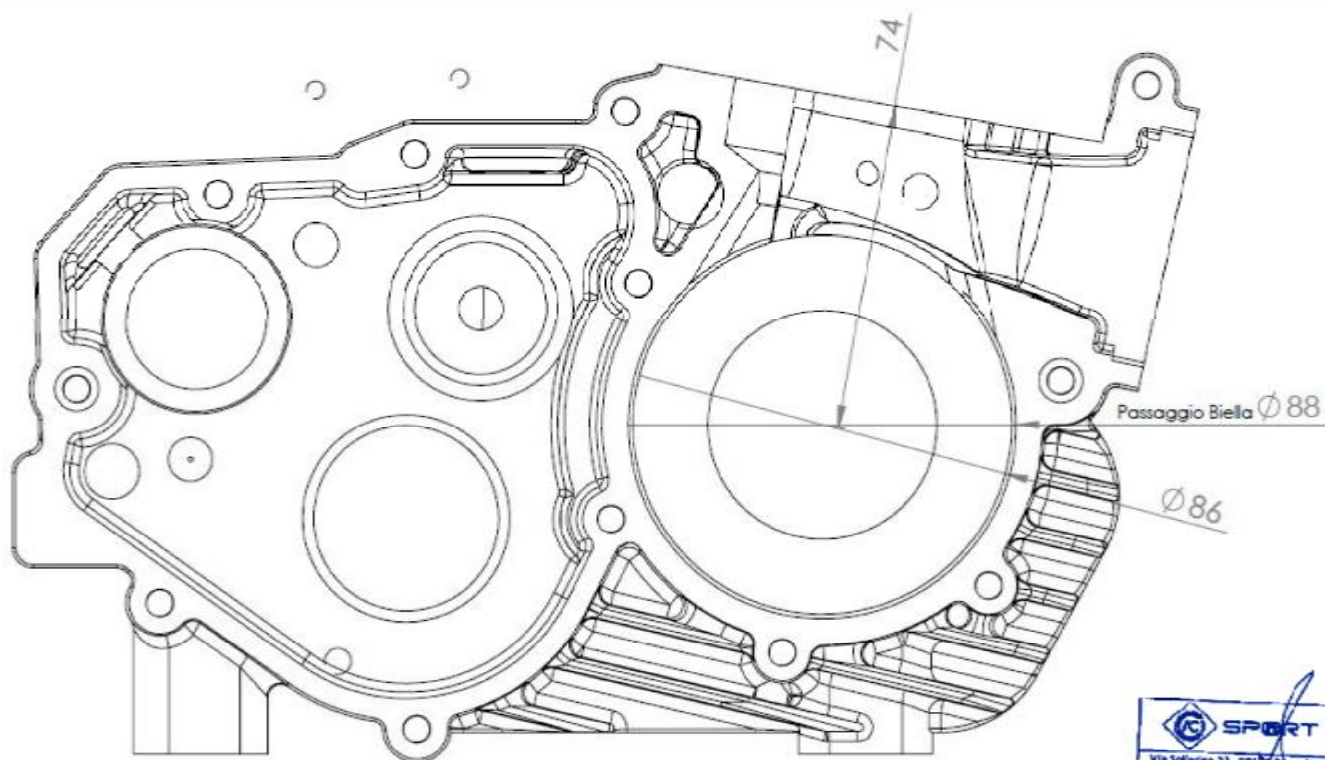


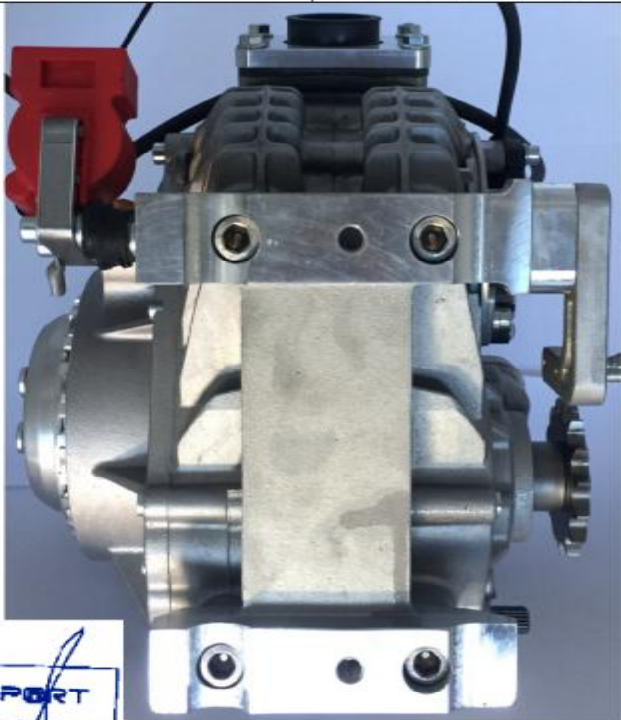
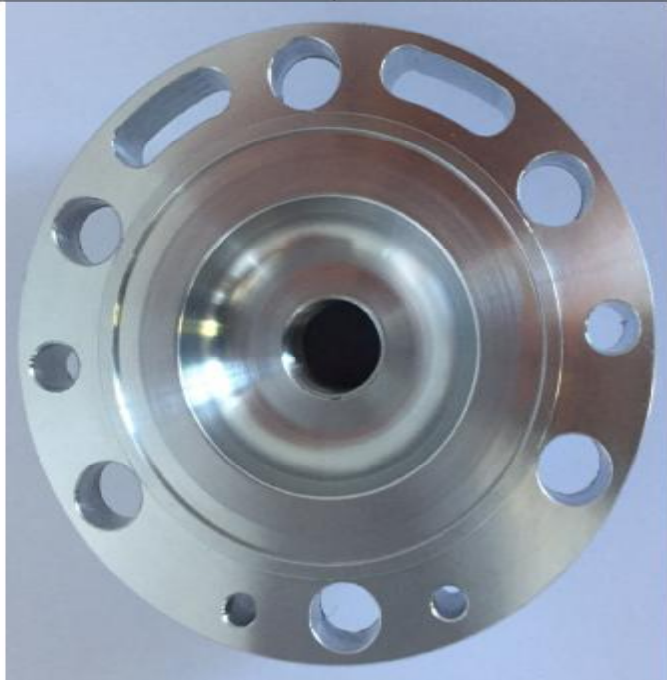
FOTO MOTORE DIETRO	PHOTO OF THE BACK OF THE ENGINE	FOTO MOTORE DAVANTI	PHOTO OF THE FRONT OF ENGINE
			
FOTO MOTORE SUPERIORE	PHOTO OF THE ENGINE TAKEN FROM ABOVE	FOTO MOTORE INFERIORE	PHOTO OF THE ENGINE TAKEN FROM BELOW
			



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>

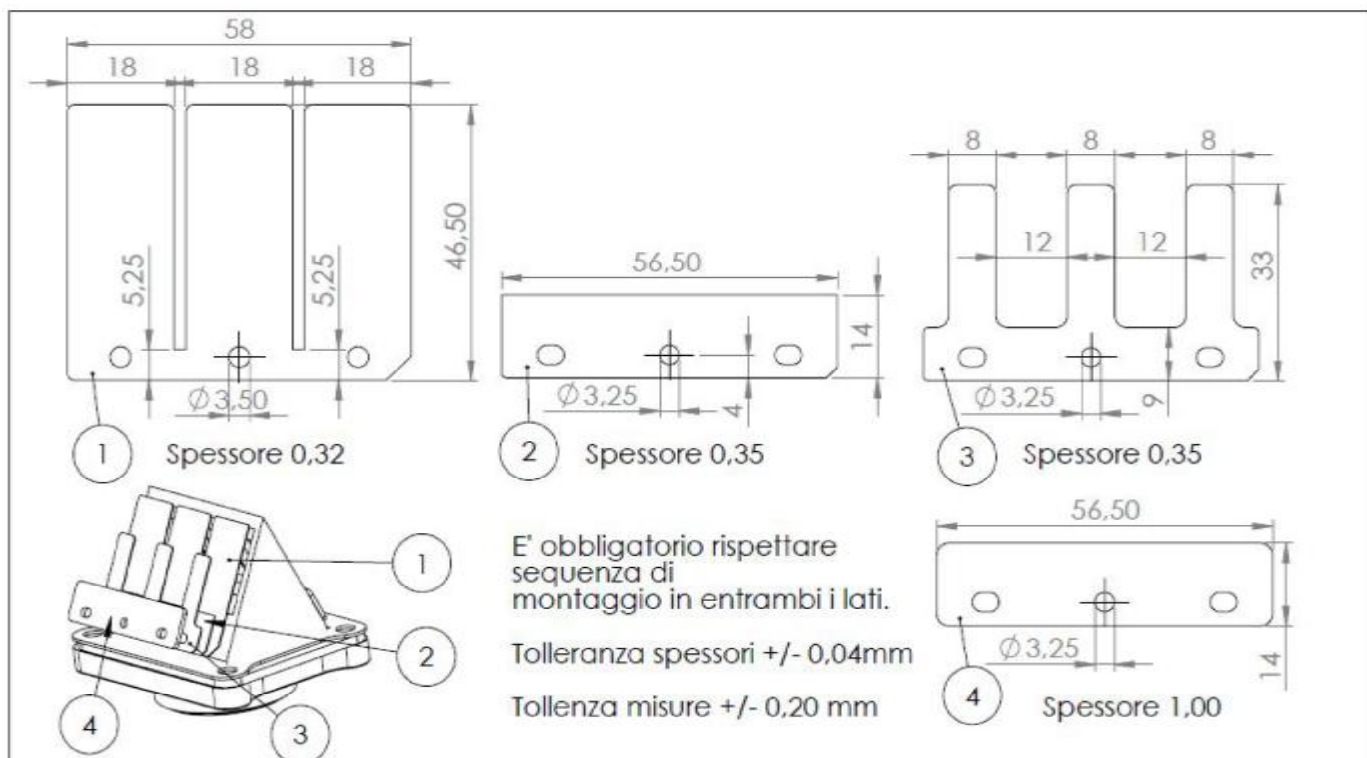


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DISEGNO LAMELLE

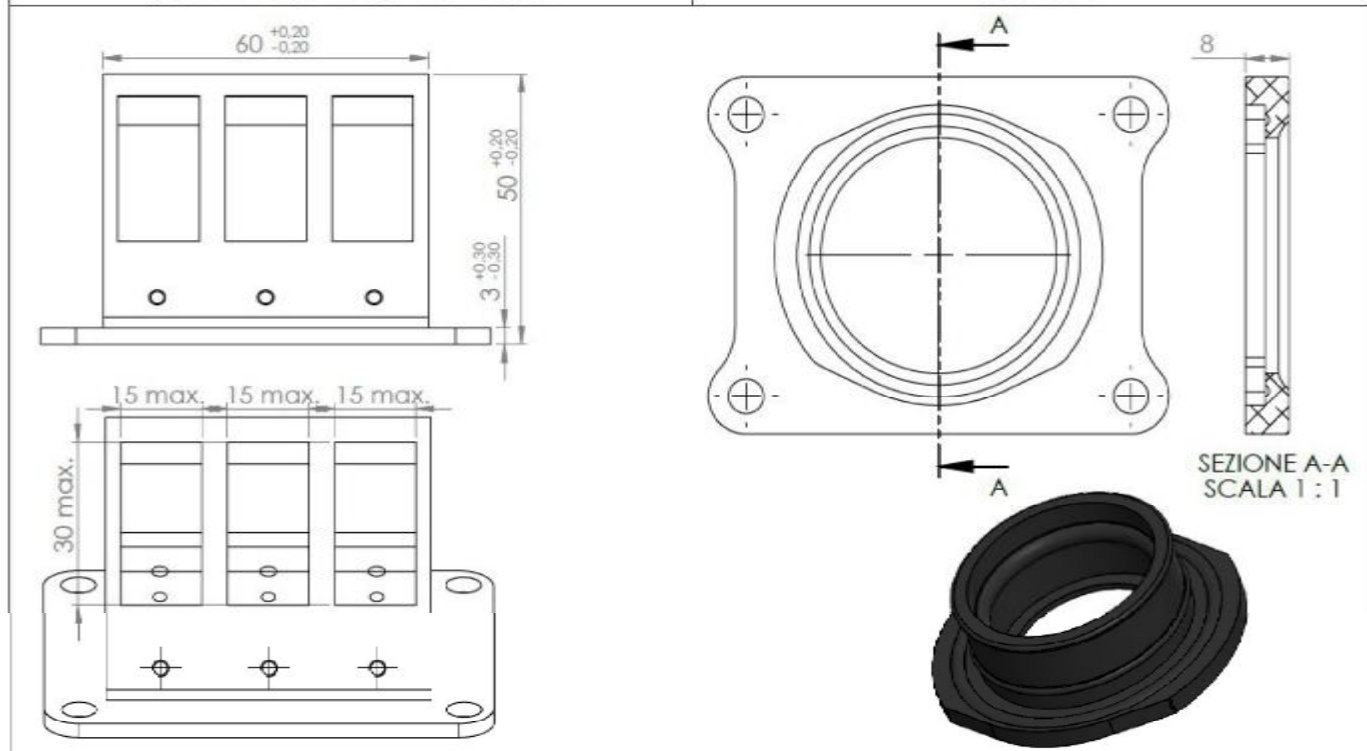
DRAWING OF LAMELLAE





DISEGNO PACCO LAMELLARE E COLLETTORE ASPIRAZIONE

DRAWING OF REED VALVE AND INLET SYSTEM



L&JR

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
Gear	Primary shaft	Secondary shaft	Reading of values obtained after three engine revs
1 ^{ère} /1 st	<u>13</u>	<u>35</u>	<u>118°</u>
2 ^e /2 nd	<u>16</u>	<u>29</u>	<u>170°</u>
3 ^e /3 rd	<u>16</u>	<u>24</u>	<u>207°</u>
4 ^e /4 th	<u>18</u>	<u>22</u>	<u>253°</u>
5 ^e /5 th	<u>22</u>	<u>23</u>	<u>296°</u>
6 ^e /6 th	<u>27</u>	<u>25</u>	<u>333°</u>

FOTO MARMITTA	PHOTOS OF THE EXHAUST
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DISEGNO MARMITTA

EXHAUST DRAWINGS

Contiene tutte le misure relative alla costruzione della marmitta

Including all the information necessary to build this exhaust.



d1 / 36	d2 / 42	A1 / 67	A2 / 73
d2 / 42	d3 / 48	B1 / 65	B2 / 75
d3 / 48	d4 / 50.3	C1 / 18.8	C2 / 28
d4 / 50.3	d5 / 52.6	D1 / 18.5	D2 / 28
d5 / 52.6	d6 / 55.5	E1 / 18.5	E2 / 29
d6 / 55.5	d7 / 58	F1 / 18	F2 / 30
d7 / 58	d8 / 63.2	G1 / 23	G2 / 33.5
d8 / 63.2	d9 / 68.5	H1 / 23	H2 / 34
d9 / 68.5	d10 / 74	I1 / 22.5	I2 / 35
d10 / 74	d11 / 108	L1 / 101	L2 / 101
d11 / 108	d12 / 108	M1 / 80	M2 / 80
d12 / 108	d13 / 19	N1 / 172	N2 / 185

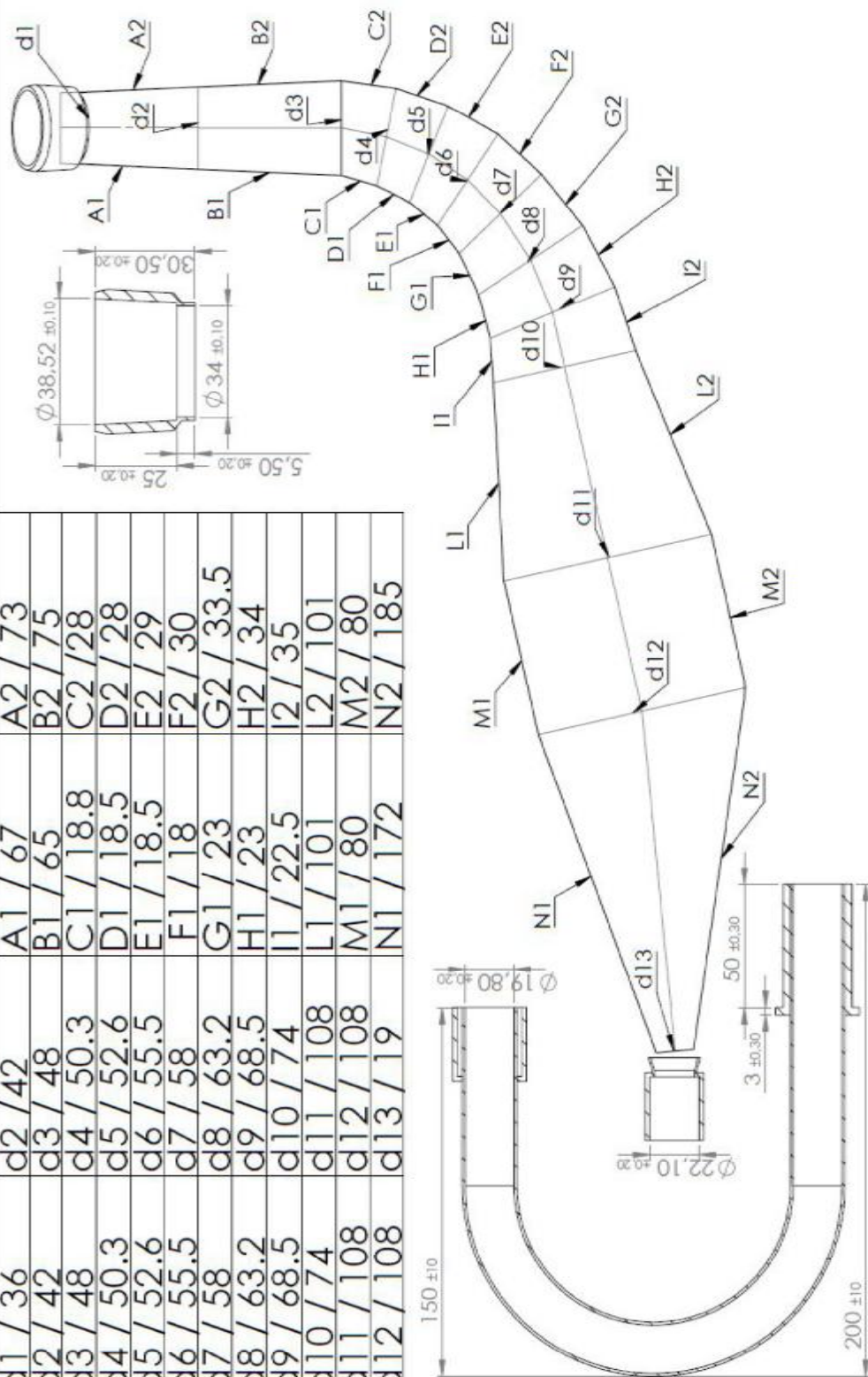
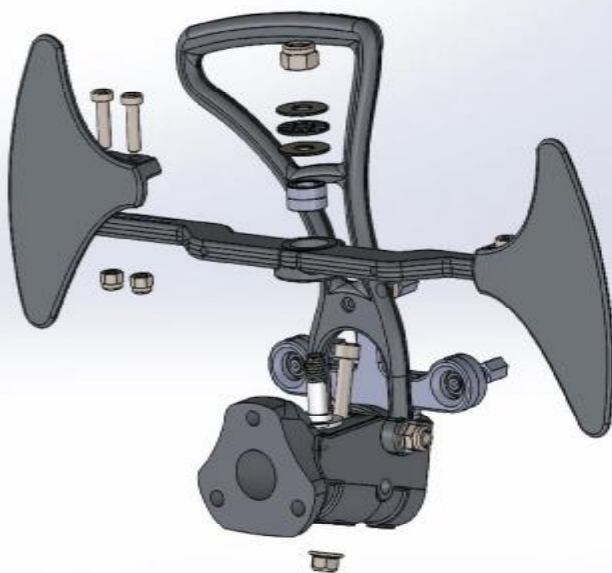
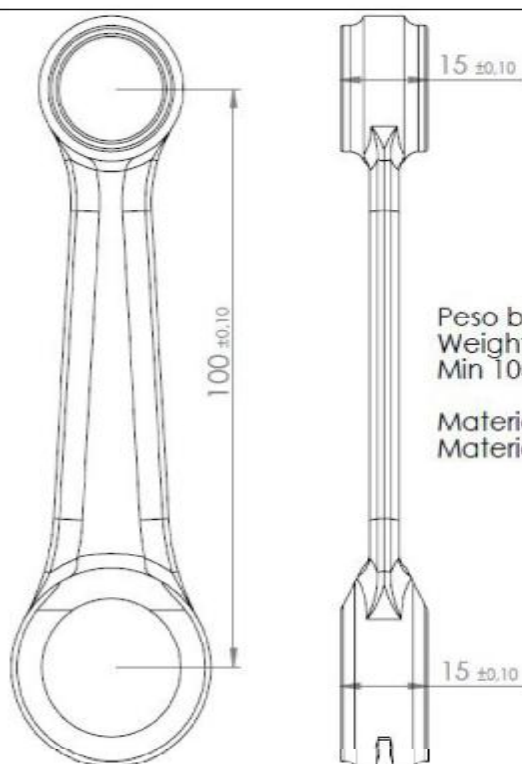


FOTO SISTEMA ACCENSIONE**PHOTO IGNITION SYSTEM****Accensione: SELETTRA****Modello: 041029****N°Omologa Cik Fia: 10/A/21****FOTO ASSIEME SISTEMA GEAR PADDLE****PHOTO GEAR PADDLE KIT**

DISEGNO BIELLA

DRAWING OF CONNECTION ROD



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

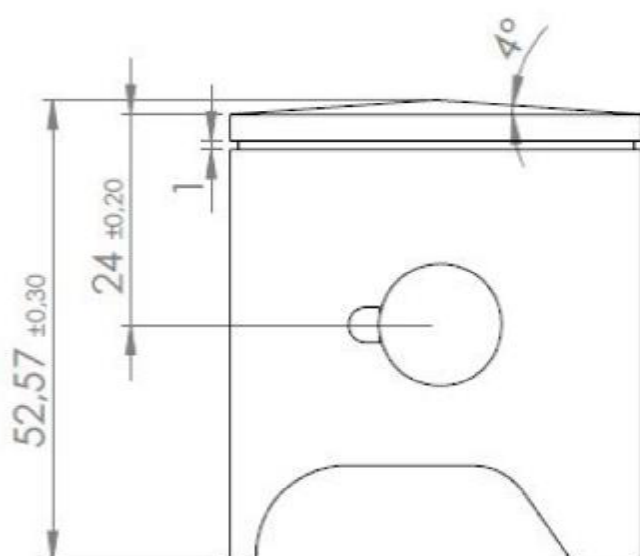
Materiale: Acciaio
Material: Steel



Peso asse
accoppiamento:
Gr. 76 +/-3
Weight coupling
axle: Gr 76 +/- 3

DISEGNO PISTONE

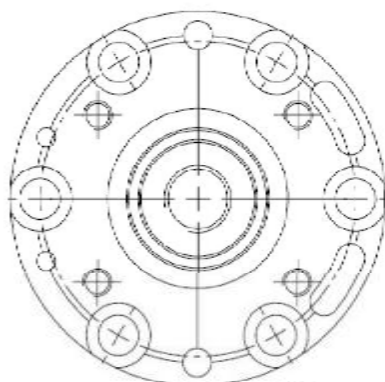
DRAWING OF PISTON



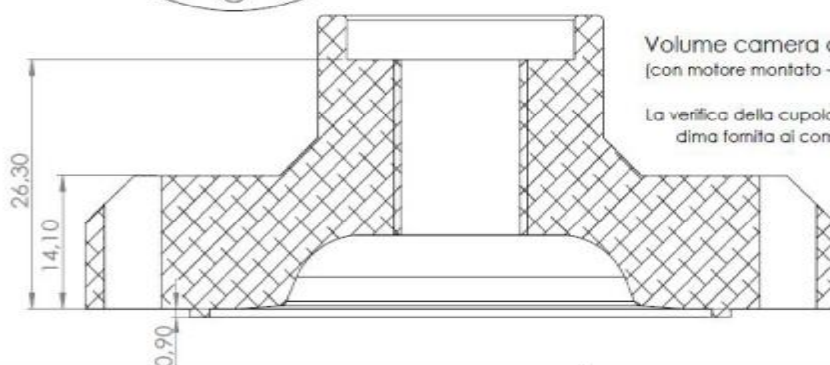
Peso pistone nudo: Gr.86 +/-5
Weight only piston: Gr.86 +/-5

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

Spillo: D56

Polverizzatore: AQ269

Getto Massimo: Da 110 a 125
compresi

Getto Minimo: U36 .

Valvola gas: 45

