

FICHES IDENTIFICAZIONE

L8JR



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

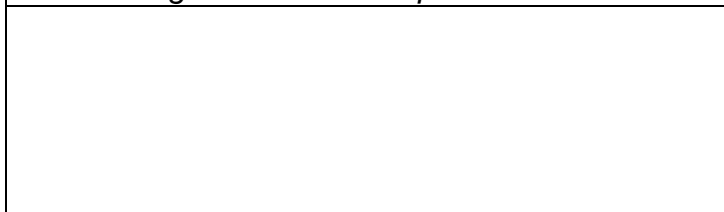


FOTO MOTORE LATO PIGNONE
PHOTO OF DRIVE SIDE OF ENGINE



FOTO MOTORE LATO FRIZIONE
PHOTO OF OPPOSITE SIDE OF ENGINE

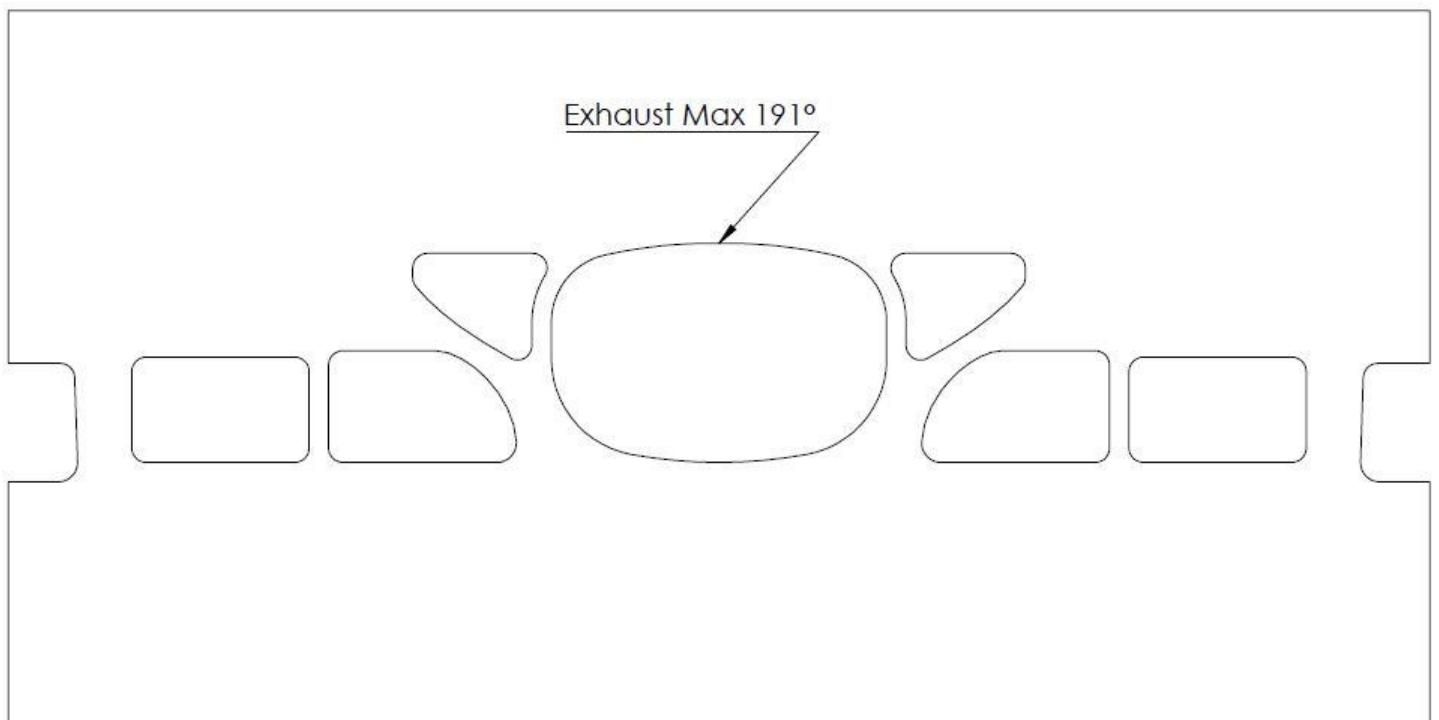
Timbro e firma	Timbro e Firma MOTORI SEVEN
Signature and stamp of the ASN	Signature and stamp of MOTORI -SEVEN



INFORMAZIONI TECNICHE		TECHNICAL INFORMATION	
CARATTERISTICHE GENERALI		GENERAL CHARACTERISTICS	
			Tolérances
Cilindrata teorica	<i>Theoretical engine displacement</i>	<u>80.67 CM3</u>	< 81cm³
Alesaggio originale	<i>Original Bore</i>	<u>47 MM</u>	
Alesaggio teorico massimo	<i>Theoretical maximum bore</i>	<u>47,06 MM</u>	
Corsa	<i>Stroke</i>	<u>46,50 MM</u>	
Sistema di raffreddamento	<i>Cooling system</i>	<u>ACQUA / WATER</u>	
Potenza teorica	<i>Theoretical power</i>	<u>24 CV</u>	
Tipo di ammissione	<i>Inlet System</i>	<u>LAMELLARE</u>	
Tipo di carburatore	<i>Carburator Model</i>	<u>VHST RED RACING</u>	
Diametro Carburatore	<i>Carburator diameter</i>	<u>24MM</u>	
Frizione	<i>Clutch</i>	<u>MECCANICA</u>	
Sistema Cambio	<i>Gear System</i>	<u>GEAR PADDLE KIT</u>	
Lunghezza interasse biella	<i>Length between the axes of the connecting rod</i>	<u>100 MM</u>	±0.1mm
Volume camera di combustione	<i>Volume of combustion chamber</i>	<u>8.8CC</u>	Minimum
Modello cuscinetti banco	<i>Model crankshaft bearings</i>	<u>6204 A SFERE</u> <u>NJ205 A RULLI</u> <u>BC1 - SKF</u>	
Modelli candele autorizzate	<i>Spark plug model</i>	<u>BRISK D10IR</u> <u>NGK – BR10EG</u> <u>NGK – B10EVX</u> <u>NGK – B10EG</u> <u>NGK - 7282</u>	
Modelli silenziatore scarico	<i>Model exhaust silencer</i>	<u>ELTO – TD</u> <u>ELTO – TD2</u> <u>ELTO – TD3</u>	
Distanziali di scarico	<i>Exhaust spacer</i>	<u>NON AMMESSI</u> <u>/NOT ALLOWED</u>	
Filtro Aria	<i>Air filter</i>	<u>OMOLOGATO CIK</u> <u>FIA – FORO PRESE</u> <u>ARIA MAX 30,1MM</u>	
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



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)

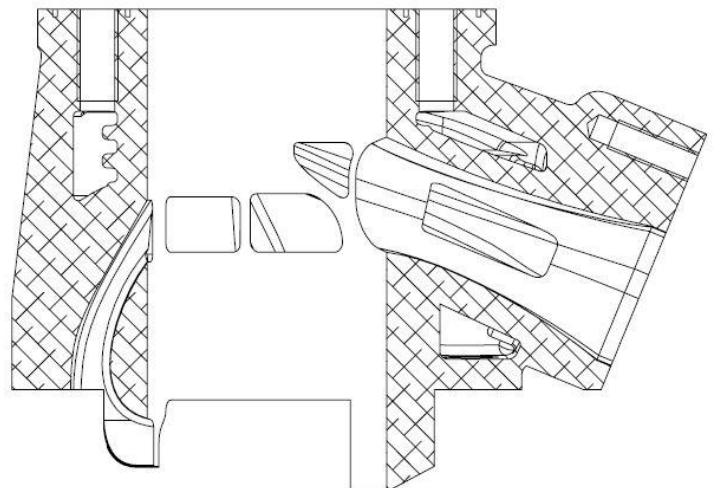
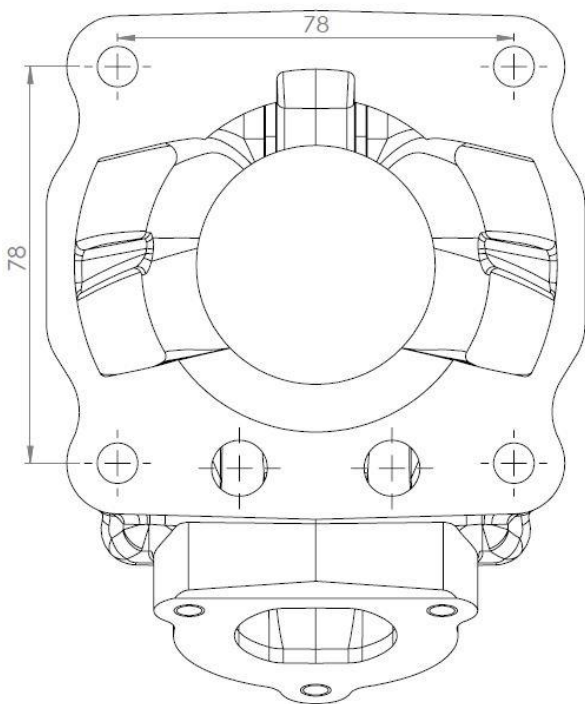
**DISEGNO BASE
CILINDRO**

**DRAWING OF THE
CYLINDER BASE**

**VISTA SEZIONE
CILINDRO**

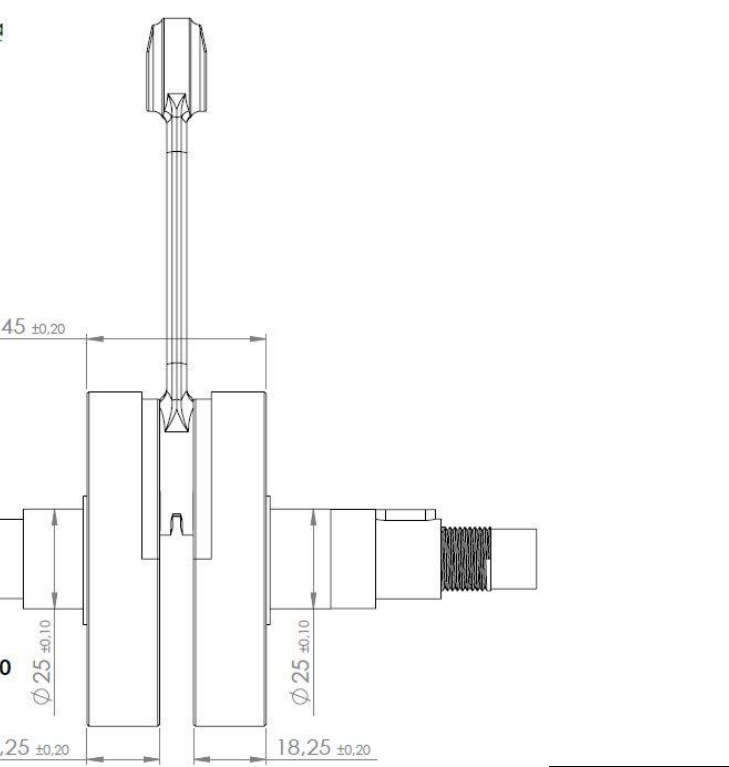
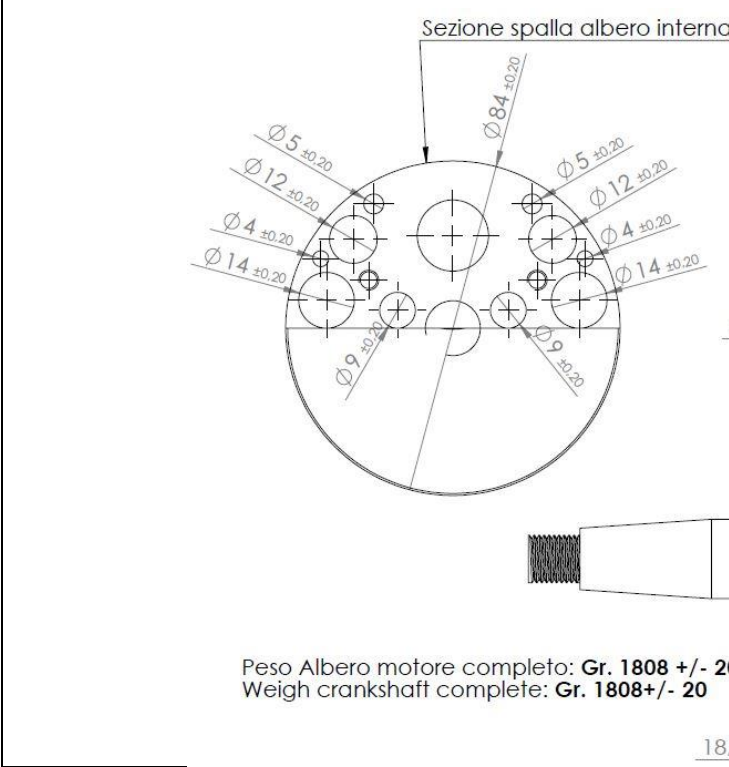
**SECTION VIEW OF
CYLINDER**

E' consentito l'utilizzo di più guarnizioni



DISEGNO ALBERO MOTORE

DRAWING OF THE CRANKSHAFT



DISEGNO INTERNO CARTER

DRAWING OF THE INSIDE OF SUMP

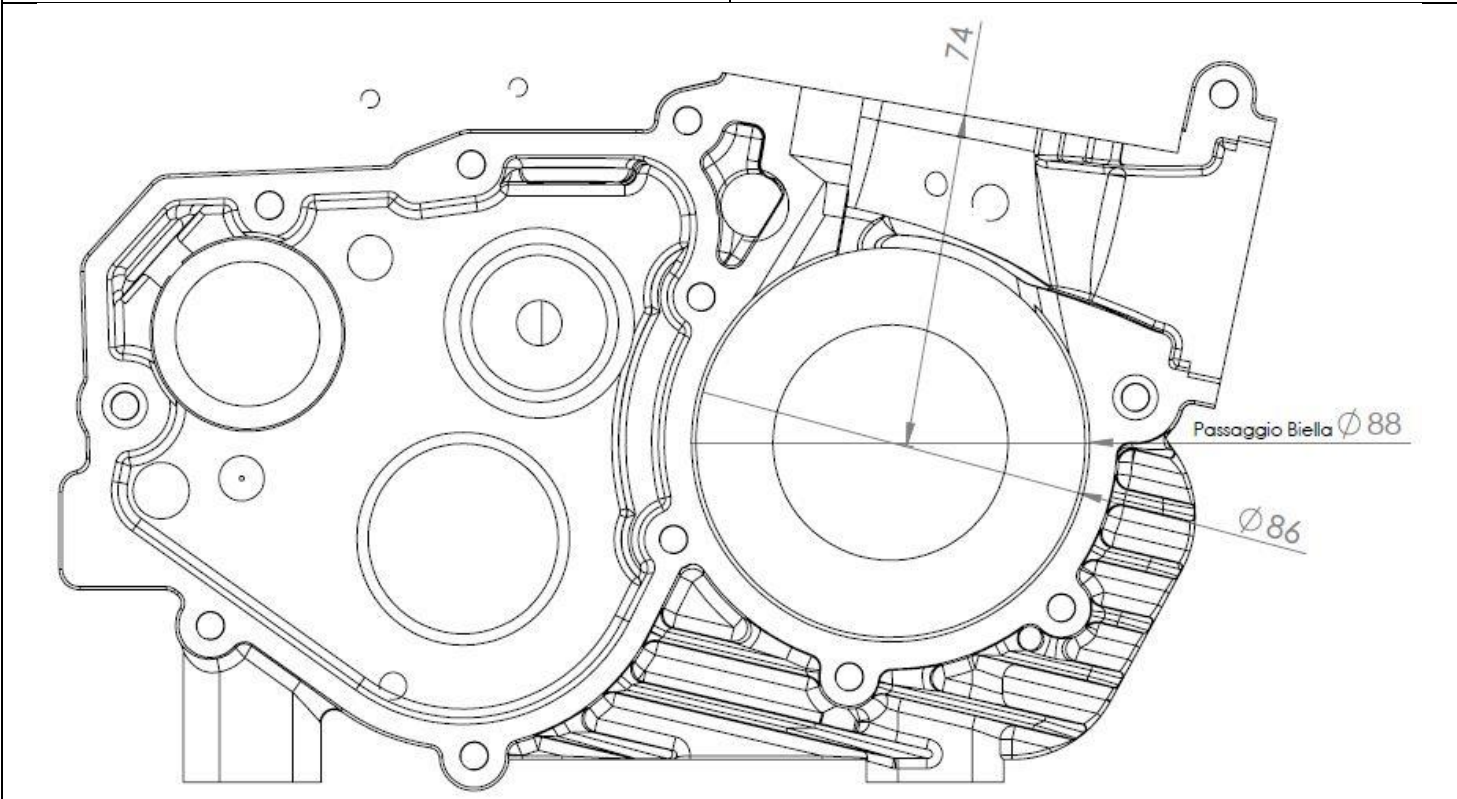





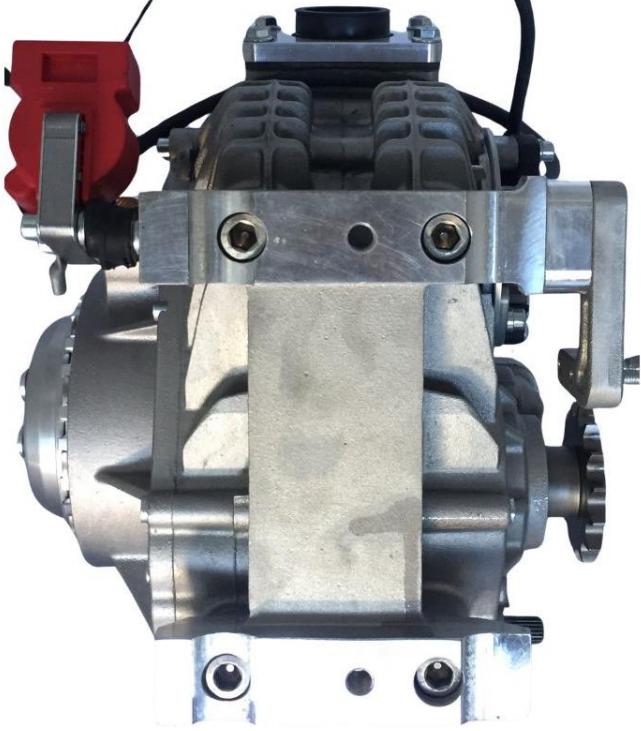




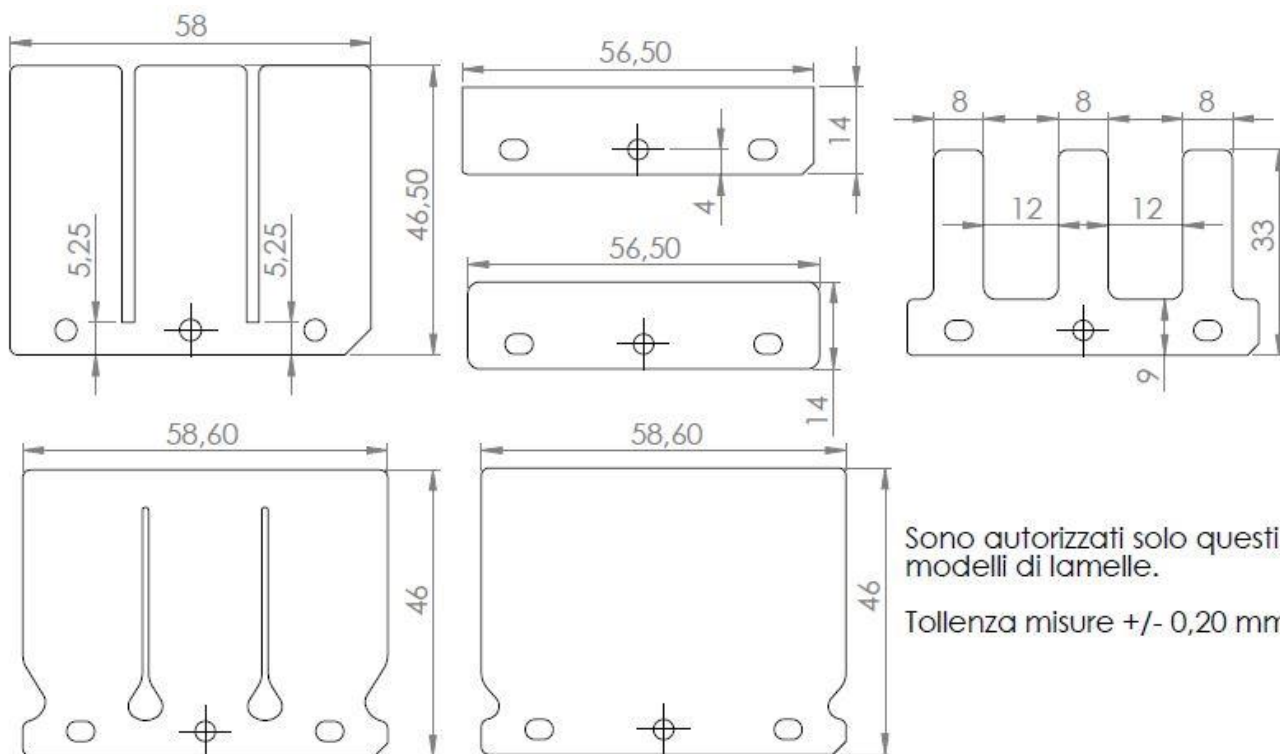
FOTO MOTORE DIETRO	<i>PHOTO OF THE BACK OF THE ENGINE</i>	FOTO MOTORE DAVANTI	<i>PHOTO OF THE FRONT OF ENGINE</i>
			
FOTO MOTORE SUPERIORE	<i>PHOTO OF THE ENGINE TAKEN FROM ABOVE</i>	FOTO MOTORE INFERIORE	<i>PHOTO OF THE ENGINE TAKEN FROM BELOW</i>
			

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>
			

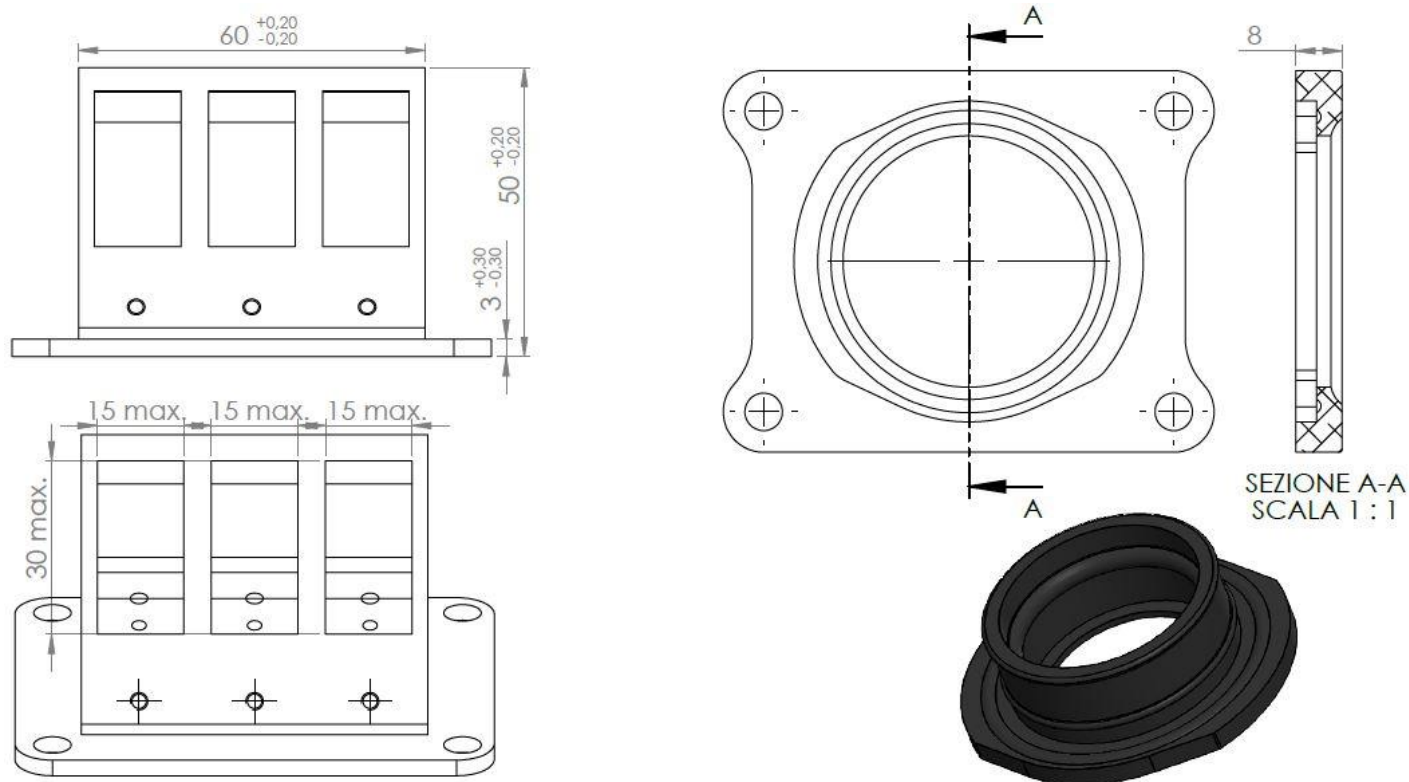
DISEGNO LAMELLE

DRAWING OF LAMELLAE





DISEGNO PACCO LAMELLARE E COLLETTORE ASPIRAZIONE

DRAWING OF REED VALVE AND INLET SYSTEM

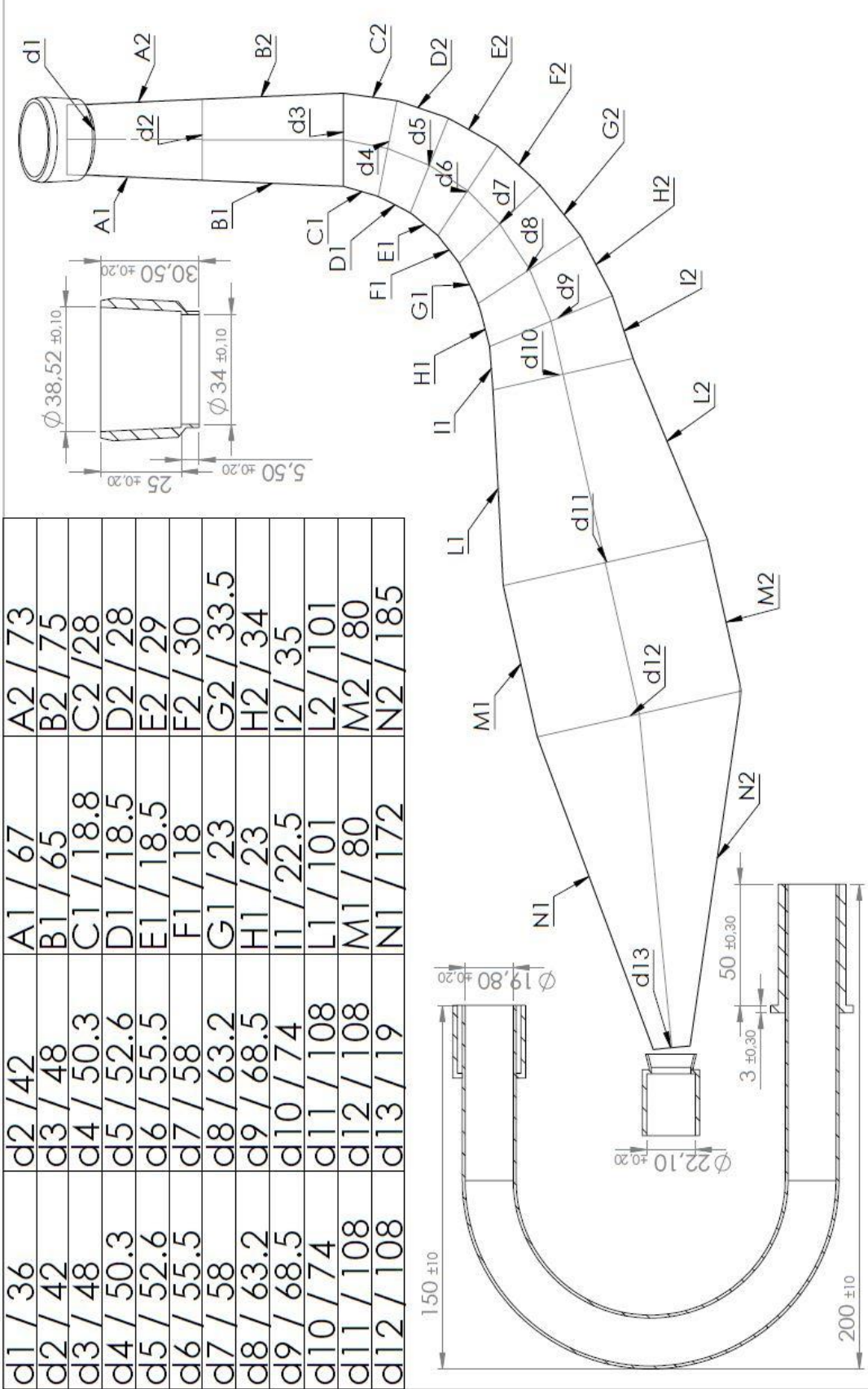


CAMBIO DI VELOCITA'		GEARBOX	
Coppia Primaria		<i>Primary coupling</i>	<u>18/63</u>
Rapportature cambio		<i>Gearbox ratios</i>	
Marcia	Albero primario	Albero secondario	Lettura angolare dopo 3 giri di albero motore
<i>Gear</i>	<i>Primary shaft</i>	<i>Secondary shaft</i>	<i>Reading of values obtained after three engine revs</i>
1 ^{ère} /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
	

DISEGNO MARMITTA
 Contiene tutte le misure relative alla costruzione della marmitta

EXHAUST DRAWINGS
 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



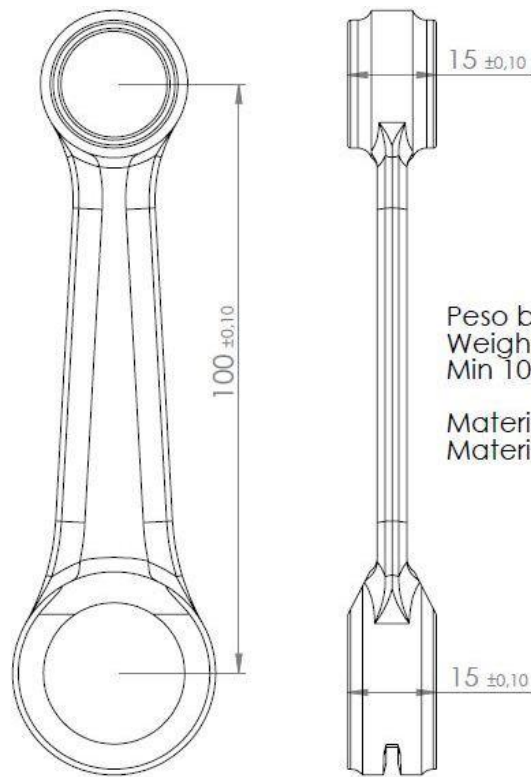
FOTO ASSIEME SISTEMA GEAR PADDLE

PHOTO GEAR PADDLE KIT



DISEGNO BIELLA

DRAWING OF CONNECTION ROD

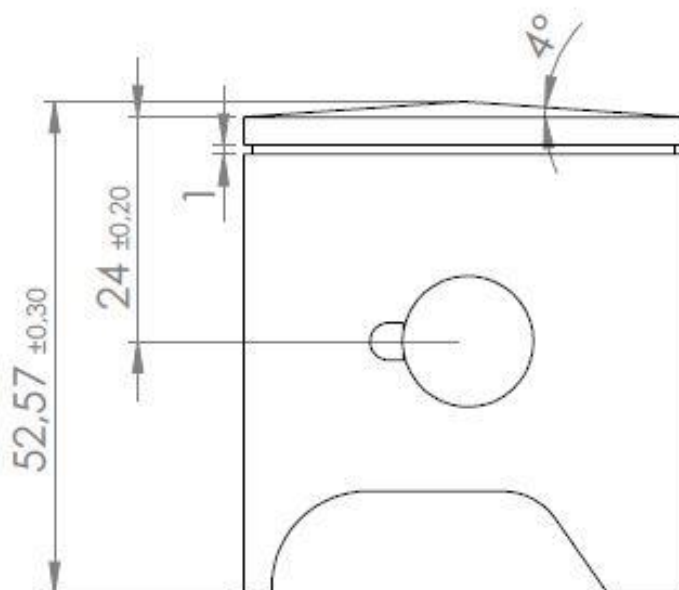


Peso biella: Min 105 Gr.
Weight connecting rod:
Min 105 Gr.

Materiale: Acciaio
Material: Steel

DISEGNO PISTONE

DRAWING OF PISTON

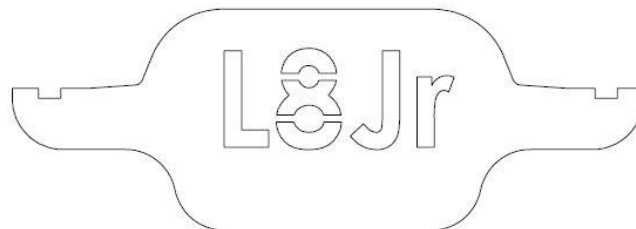
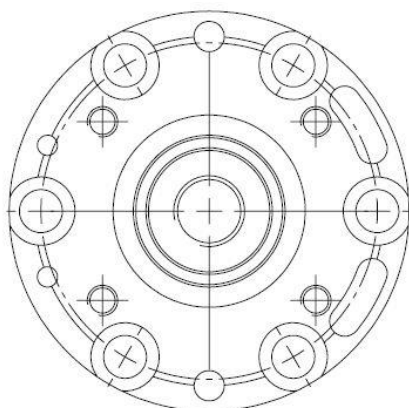


Peso pistone nudo: Gr.86 +/-5
Weight only piston: Gr.86 +/-5

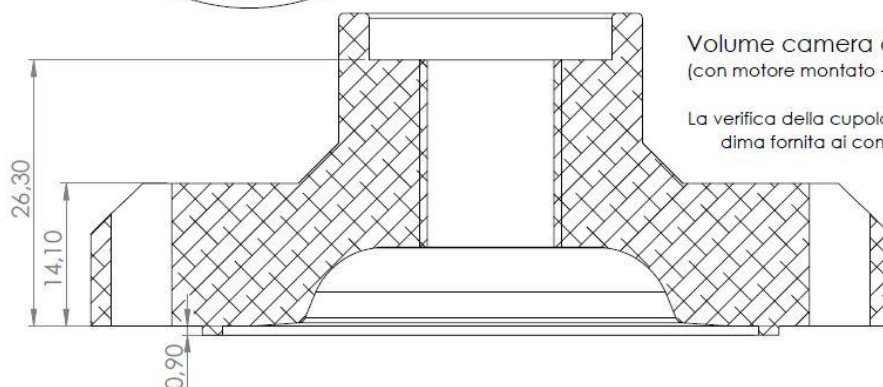
Materiale pistone: Alluminio
Material piston: Allumimium

DISEGNO TESTA

DRAWING OF HEAD



Dima controllo testa - Sp. 1mm
Head control templete - 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 / AQ268

Getto Massimo: Da 105 a 125
compresi

Getto Minimo: U36 .

Valvola gas: 45

