

TK – Informationsblatt EASYKART KZ-Junior (JSH)80ccm

Sven L8 JR 80ccm Motor und Chassis lt. Homologation/Ausschreibung Easykart Italien.

Der Teilnehmer muss ein Homologationsblatt seines verwendeten Motors und Chassis bei Verlangen des technischen Kommissar vorweisen.

Alter:	ab 11 bis 15 Jahre .
Gewicht:	min. 145 kg
Chassis:	BirelART Junior Chassis AR28-Y (ab Ausschreibung Easykart Italien 2020), Achtung Frontspoiler siehe Seite 2
Motor:	Einzylinder-2-Takt-Motor Motori Seven L8JR ohne Modifikationen laut Homologationsblatt.
Vergaser:	Dell'Orto VHST 24mm Red Racing gem. Homologationsblatt für Sven L8 JR 80ccm. Die Vorgaben bzgl. Düsen und Nadeln gem. Ausschreibung Easykart Italien müssen eingehalten werden.
Zündkerze:	BRISK D10IR /NGK – BR10EG/NGK – B10EVX/NGK – B10EG (siehe Homologationsblatt Seven L8 JR 80ccm
Hinterachse	Breite (1.380mm) und Material gem. Easykart Reglement Italien
Felgen:	laut Reglement Easykart Italien
Trockenreifen:	Easykart-Reifen Vorne: ETS10x 4.50-5 oder 4.60-5 Hinten: ETS 11 x 7.10-5
Regenreifen:	Freie Reifenwahl, Vorne 10 x 4.20-5 oder 4.50-5 Hinten: 10 x 6.00-5
Diverse	Halskrause, Brustschutz ist Pflicht!!

2. SISTEMA CARENATURE ANTERIORI SGANCIABILI

Nel nuovo regolamento tecnico del Trofeo Easykart 2020 sarà introdotto la regola della carenatura anteriore sganciabile, questo "nuova normativa" servirà ad adeguare le categorie Easykart alle norme vigenti dell'odierno sport kartistico. Con l'introduzione della nuova regola non sarà più consentito l'utilizzo delle vecchie carenature anteriori FREELINE 09/14 ormai fuori produzione da alcuni anni ma ancora consentite fino a quest'anno. Per aggiornare gli Easykart sarà sufficiente acquistare il kit di placche sganciabili **cod. 10.12088.00-NE** compatibili con le carenature MK14 utilizzate per la categoria Easykart 60cc e FP7 per le categorie 100cc/125cc.



Carenatura anteriore consentita per categoria Easykart 60cc nel Trofeo Italiano Easykart 2020:



Carenatura anteriore MK14
Cod. 40.12114.00-BA
Categoria EASYKART 60

Carenatura anteriore consentita per categoria Easykart 100/125cc nel Trofeo Italiano Easykart 2020:



Carenatura anteriore FP7
Cod. 40.11714.00-BA
Categoria EASYKART 100/125

Carenature non consentite dal regolamento 2020 e successivi:





MOTORE / ENGINE KZ JUNIOR

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

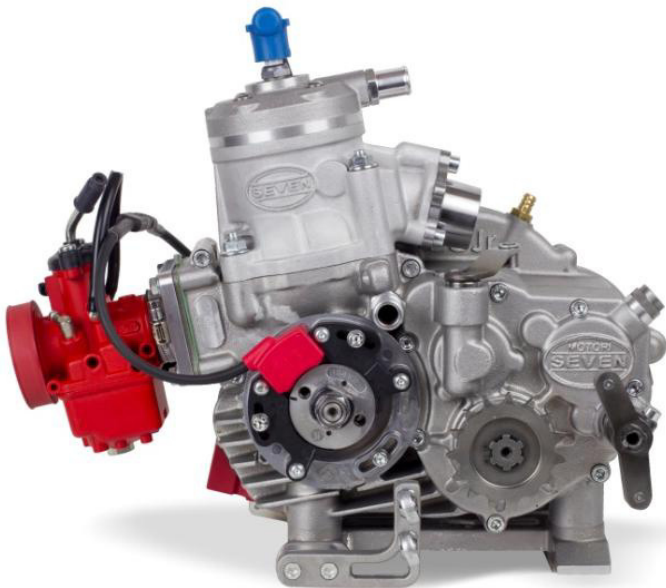


FOTO MOTORE LATO PIGNONE
PHOTO OF DRIVE SIDE OF ENGINE



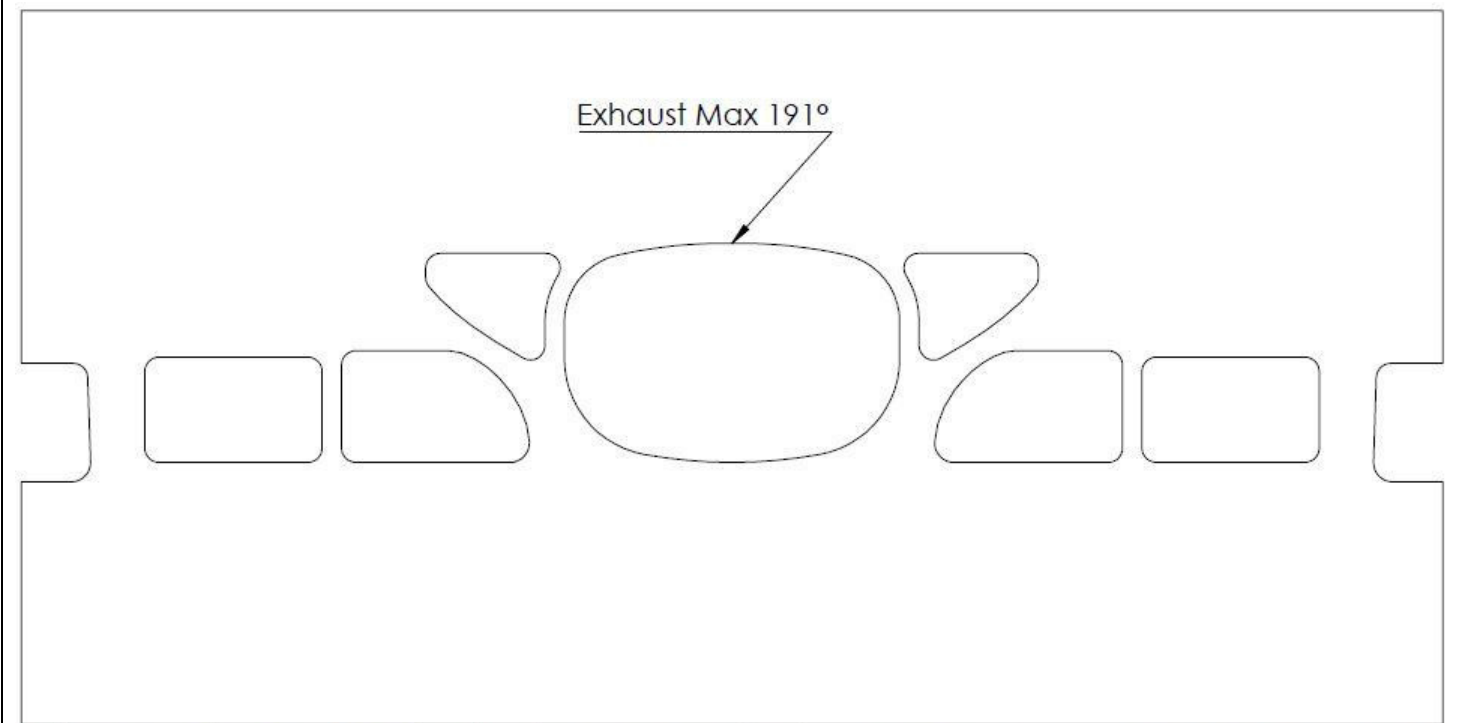
FOTO MOTORE LATO FRIZIONE
PHOTO OF OPPOSITE SIDE OF ENGINE

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

L8JR

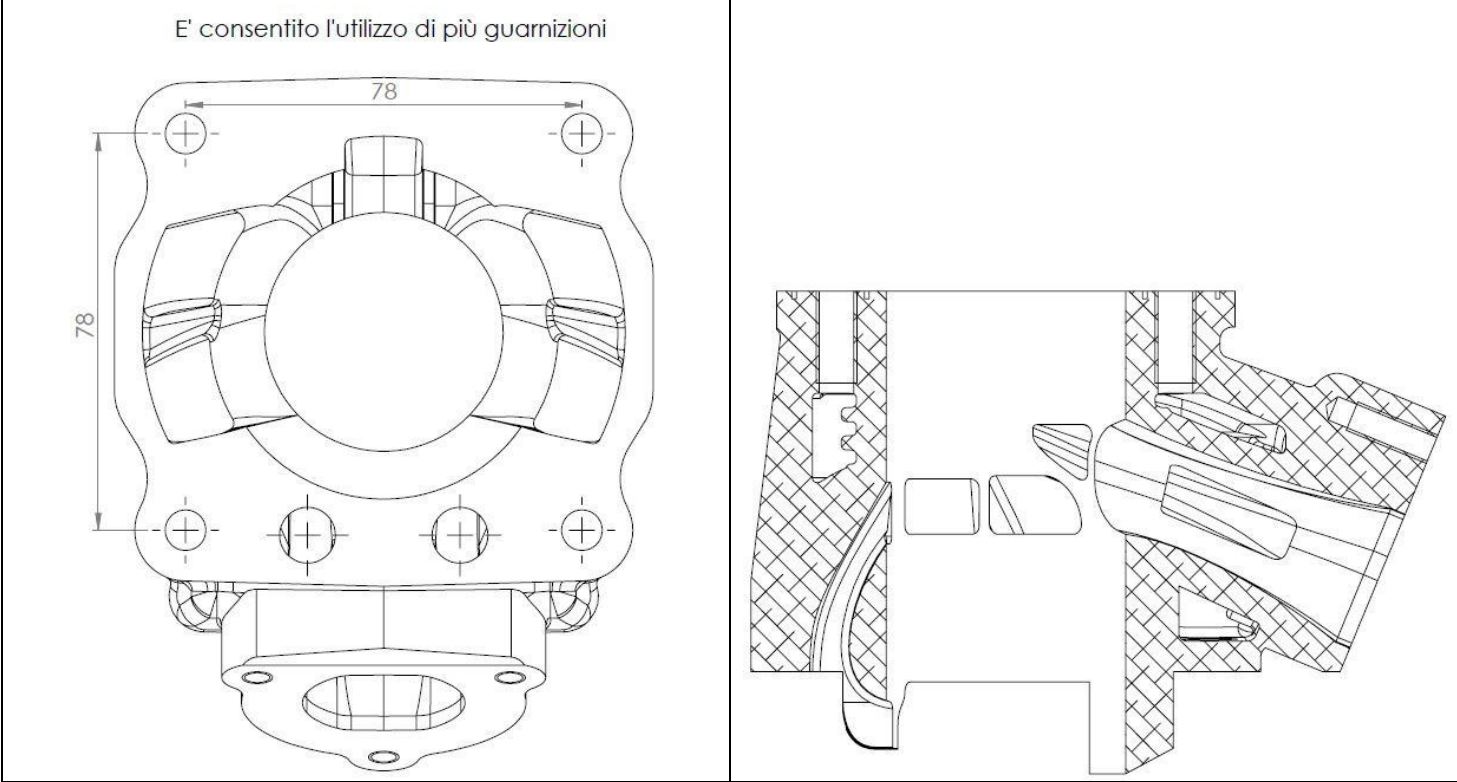
INFORMAZIONI TECNICHE		TECHNICAL INFORMATION	
CARATTERISTICHE GENERALI		GENERAL CHARACTERISTICS	
			Tolérances
Cilindrata teorica	<i>Theoretical engine displacement</i>	80.67 CM3	< 81cm³
Alesaggio originale	<i>Original Bore</i>	47 MM	
Alesaggio teorico massimo	<i>Theoretical maximum bore</i>	47,06 MM	
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>Carburator Model</i>	VHST RED RACING	
Diametro Carburatore	<i>Carburator 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
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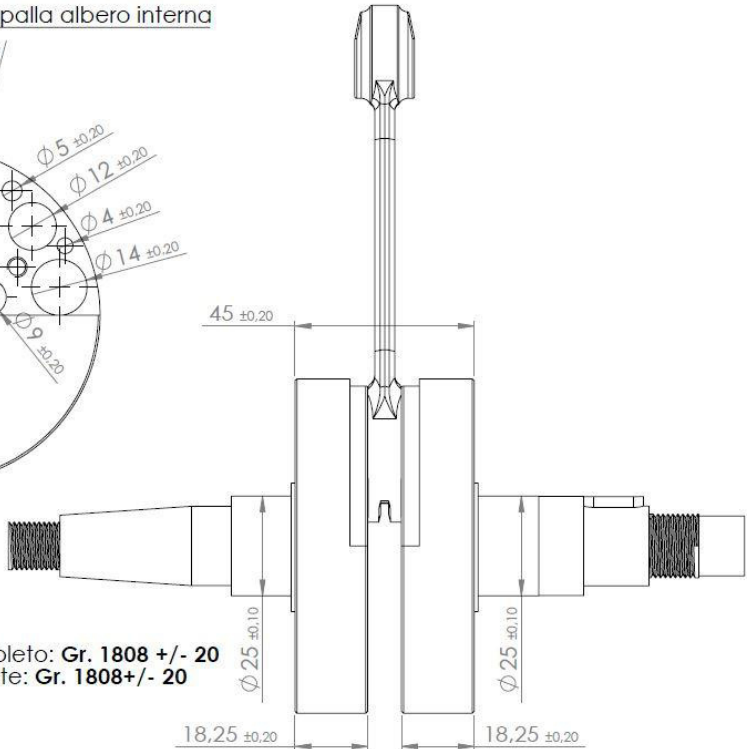
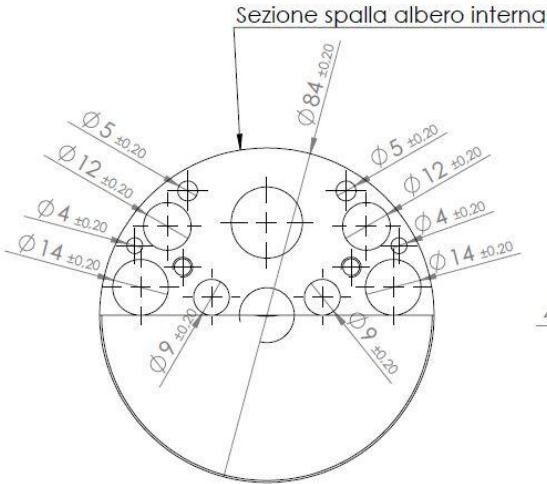
Lettura angolare con spessimetro da sp. 0,2mm - larghezza 5mm (chiusura- punto morto inferiore - chiusura)
 Angular reading with thickness of sp. 0,2mm - width 5mm (close-Point low dow-close)

DISEGNO BASE CILINDRO	DRAWING OF THE CYLINDER BASE	VISTA SEZIONE CILINDRO	SECTION VIEW OF CYLINDER
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DISEGNO ALBERO MOTORE

DRAWING OF THE CRANKSHAFT



Peso Albero motore completo: Gr. 1808 +/- 20
Weigh crankshaft complete: Gr. 1808 +/- 20

DISEGNO INTERNO CARTER

DRAWING OF THE INSIDE OF SUMP

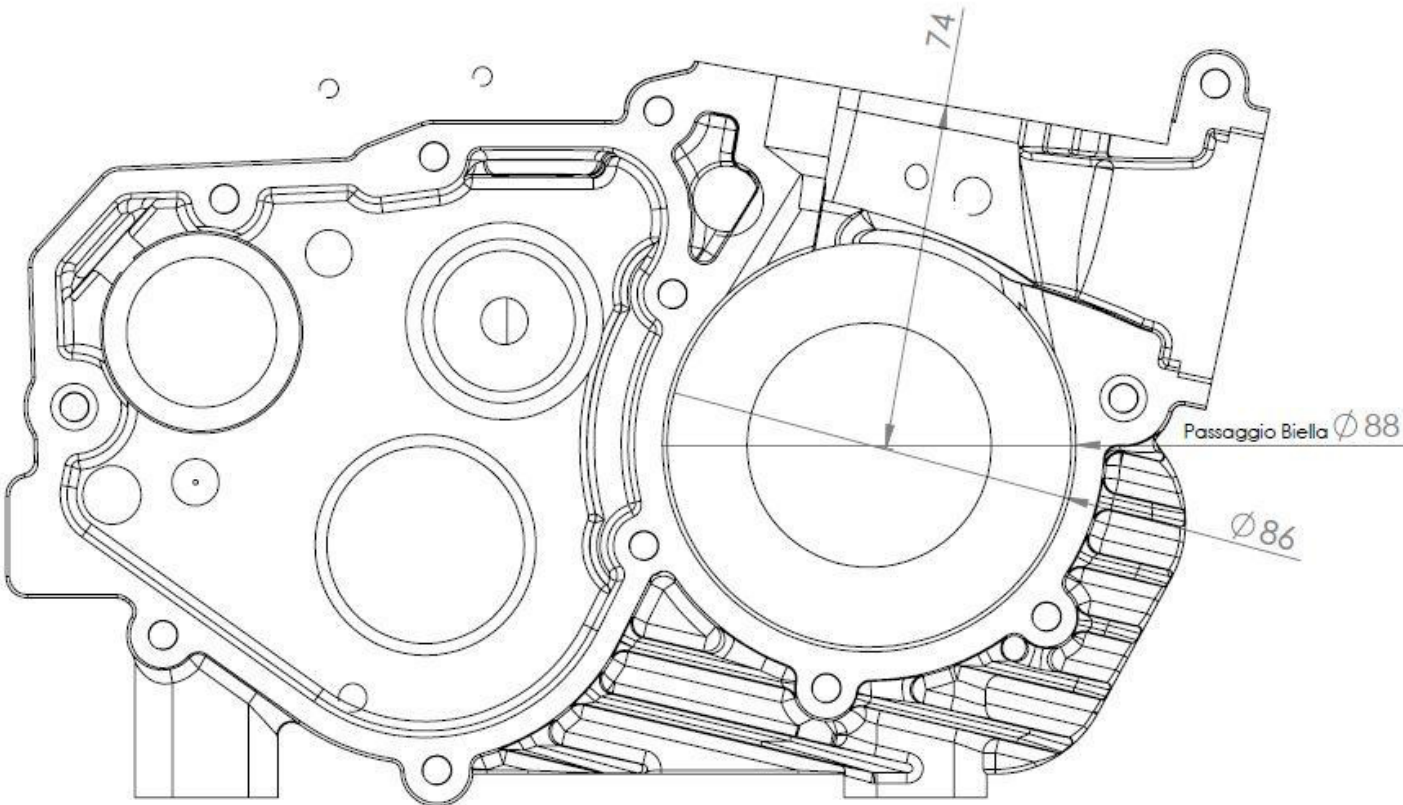


FOTO MOTORE DIETRO	PHOTO OF THE BACK OF THE ENGINE	FOTO MOTORE DAVANTI	PHOTO OF THE FRONT OF ENGINE
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FOTO MOTORE SUPERIORE	PHOTO OF THE ENGINE TAKEN FROM ABOVE	FOTO MOTORE INFERIORE	PHOTO OF THE ENGINE TAKEN FROM BELOW
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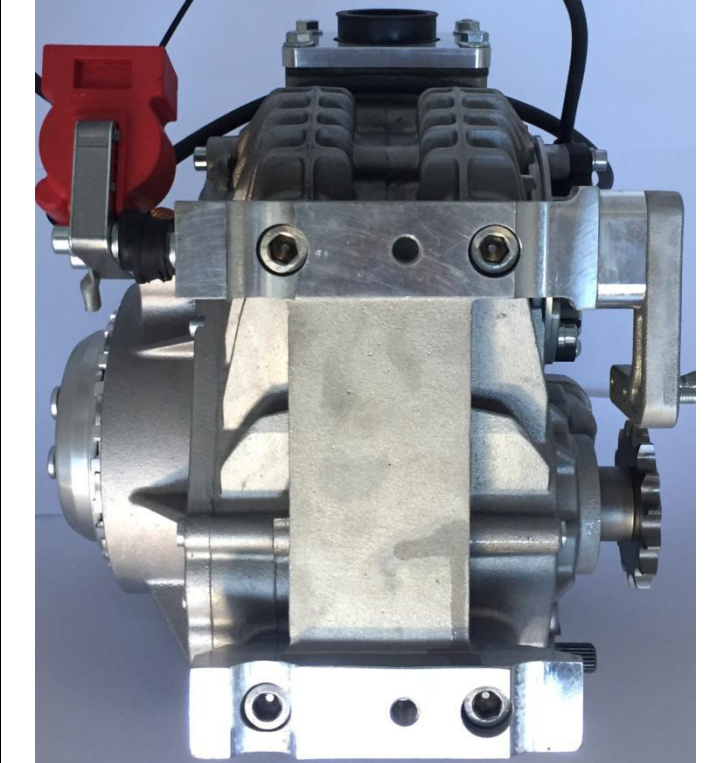
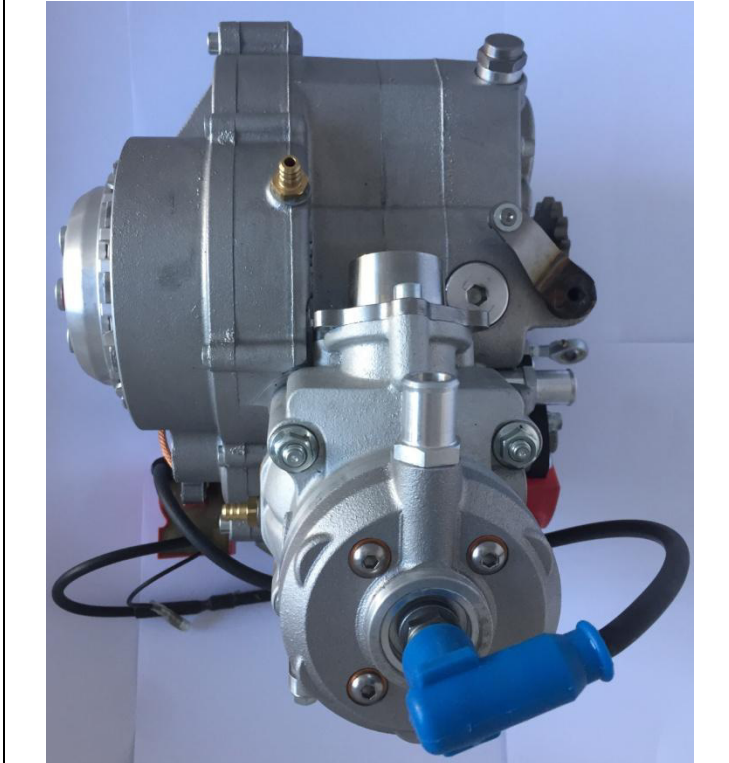


FOTO BASE CILINDRO	<i>PHOTO OF THE BASE OF THE CYLINDER</i>	FOTO TESTA	<i>PHOTO OF COMBUSTION CHAMBER</i>
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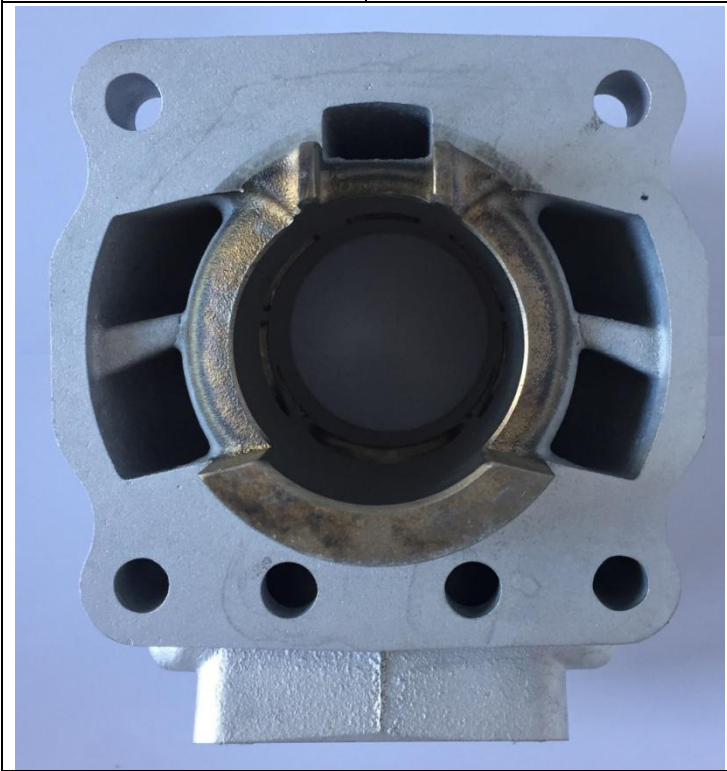
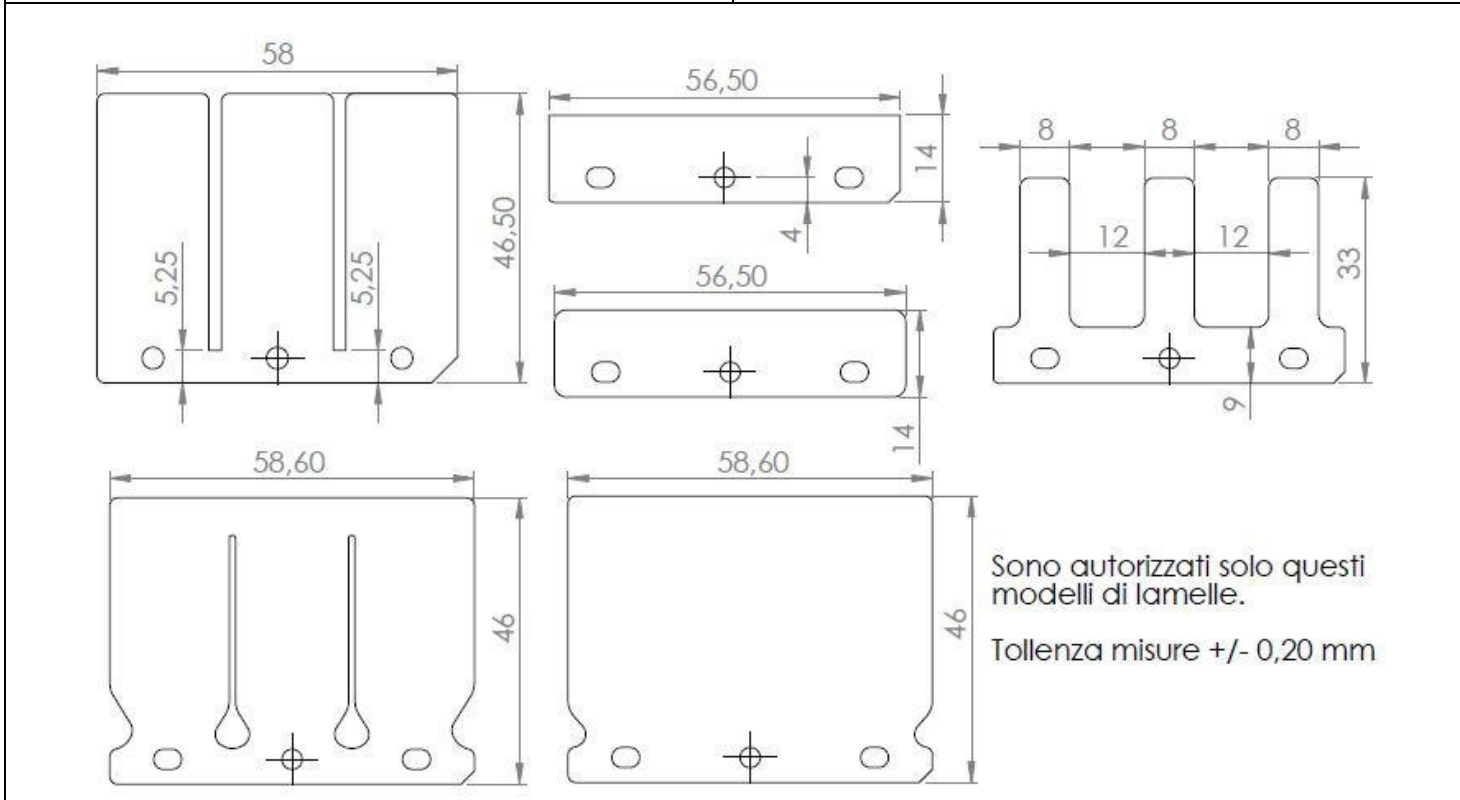


FOTO CARTER (GUARNIZIONE BASE)	<i>PHOTO OF THE SUMP (GASKET FACE)</i>
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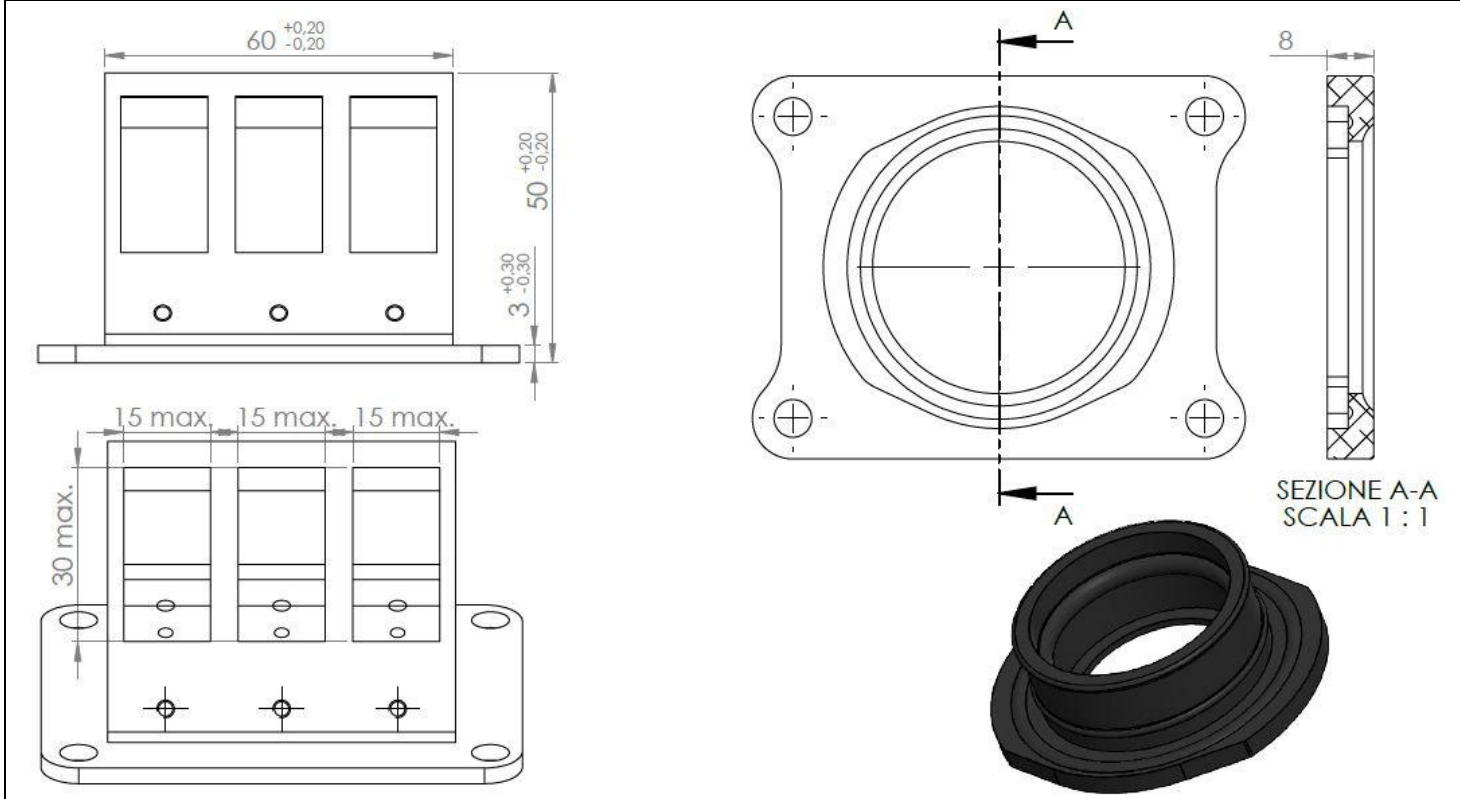
FOTO INTERNO CARTER	<i>PHOTO OF AN INTERNAL PART OF THE SUMP</i>
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DISEGNO LAMELLE	DRAWING OF LAMELLAE
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DISEGNO PACCO LAMELLARE E COLLETTORE ASPIRAZIONE	DRAWING OF REED VALVE AND INLET SYSTEM
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CAMBIO DI VELOCITA'		GEARBOX	
Coppia Primaria		<i>Primary coupling</i>	18/63
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>



DISEGNO MARMITTA

EXHAUST DRAWINGS

Contiene tutte le misure relative alla costruzione della marmitta

Including all the information necessary to build this exhaust.

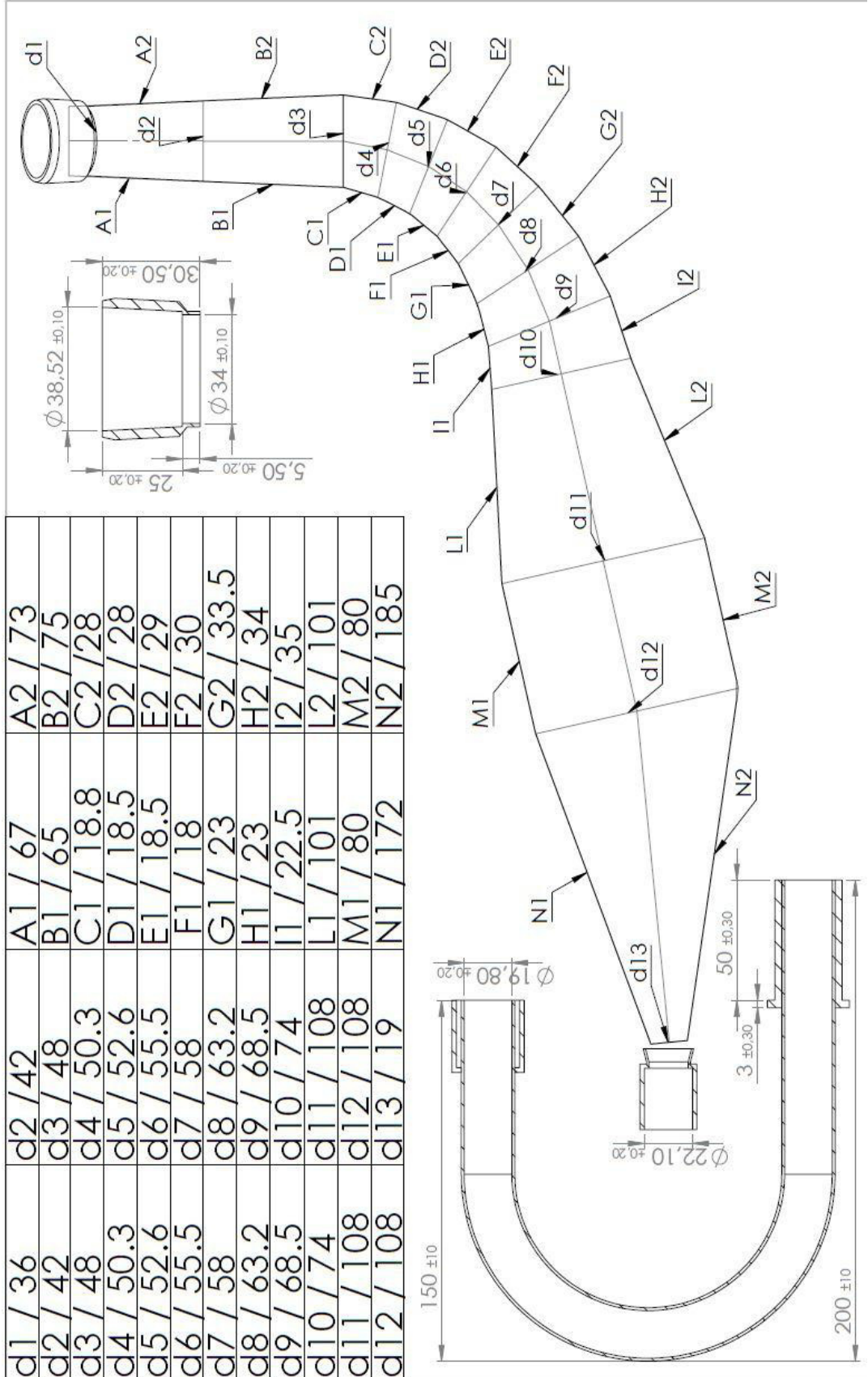


FOTO SISTEMA ACCENSIONE

PHOTO IGNITION SYSTEM

Accensione: SELETTRA

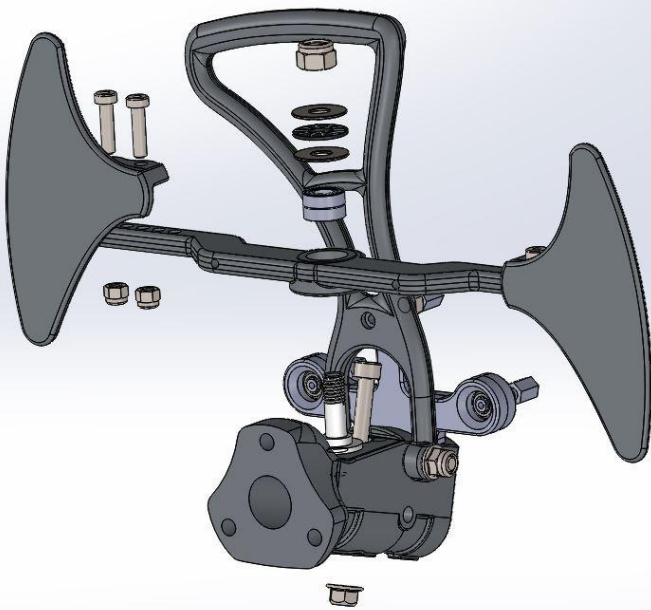
Modello: 041029

N°Omologa Cik Fia: 10/A/21

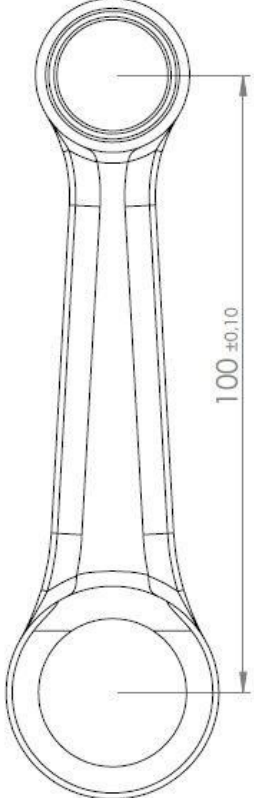

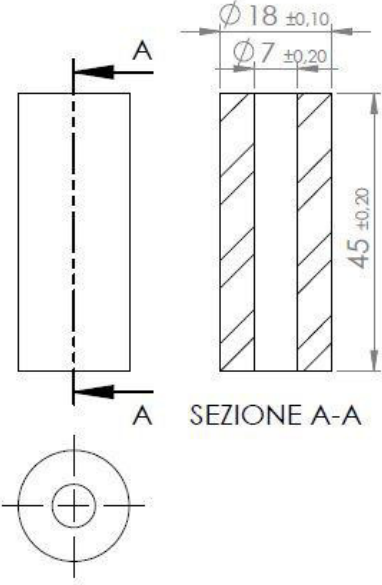


FOTO ASSIEME SISTEMA GEAR PADDLE

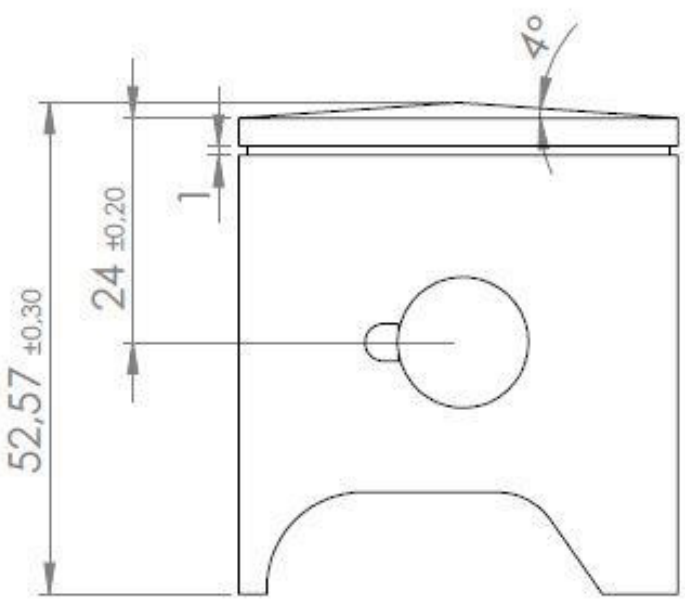
PHOTO GEAR PADDLE KIT



DISEGNO BIELLA	DRAWING OF CONNECTION ROD
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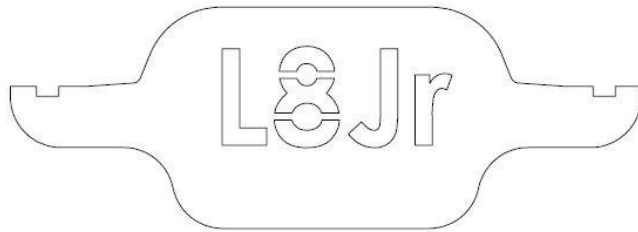
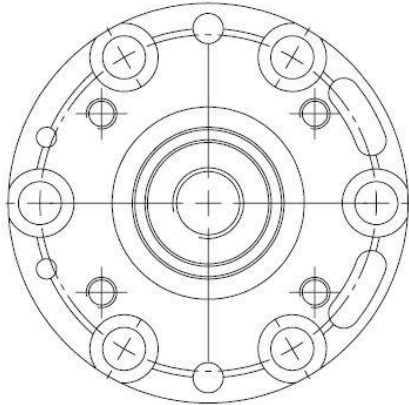
		<p>Peso biella: Min 105 Gr. Weight connecting rod: Min 105 Gr.</p> <p>Materiale: Acciaio Material: Steel</p>
		
<p>Peso asse accoppiamento: Gr. 76 +/- 3 Weight coupling axle: Gr 76 +/- 3</p>		

DISEGNO PISTONE	DRAWING OF PISTON
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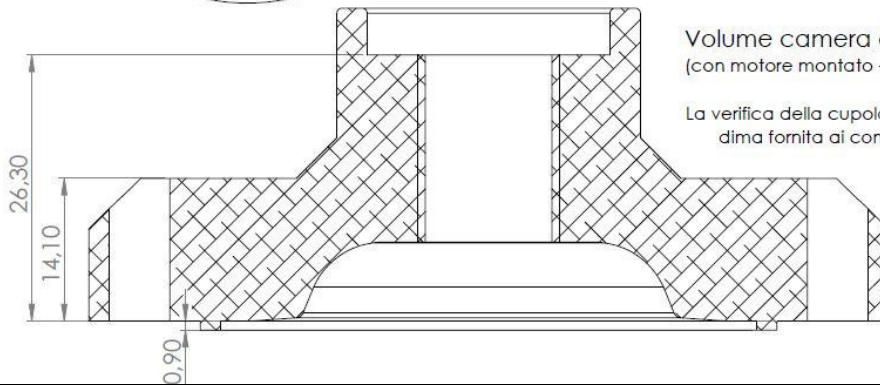
	<p>Peso pistone nudo: Gr.86 +/- 5 Weight only piston: Gr.86 +/- 5</p> <p>Materiale pistone: Alluminio Material piston: Allumimium</p>
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DISEGNO TESTA

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

Spillo: D56

Polverizzatore: AQ269

Getto Massimo: Da 110 a 125
compresi

Getto Minimo: U36 .

Valvola gas: 45

