

TK – Informationsblatt DAI-Junior-Schalter 80ccm

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

Alter:	ab 11 bis 15 Jahre .
Gewicht:	min. 145kg
Chassis:	- Marke frei Es sind nur Chassis zugelassen, die von CIK/FIA anerkannten Chassis-Herstellern in Serie gefertigt werden oder wurden, und die den aktuell gültigen oder den ursprünglich gültigen Bestimmungen- Die Karosserieteile (Frontspoiler, Frontschild, Seitenkästen) müssen den aktuell gültigen oder ursprünglich gültigen Bestimmungen der CIK/FIA Reglements entsprechen.. Die Befestigung des Frontspoiler muss dem aktuellen gültigen Bestimmungen des CIK/FIA Reglements entsprechen.
Motor:	Einzyylinder-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	aus magnetischem Material, Breite maximal 1400 mm
Felgen:	frei
Trockenreifen:	VEGA XH3 Vorne: 10x 4.50-5 oder 4.60-5 Hinten: 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!!

FICHES IDENTIFICAZIONE

L8JR



MOTORE / ENGINE KZ JUNIOR

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

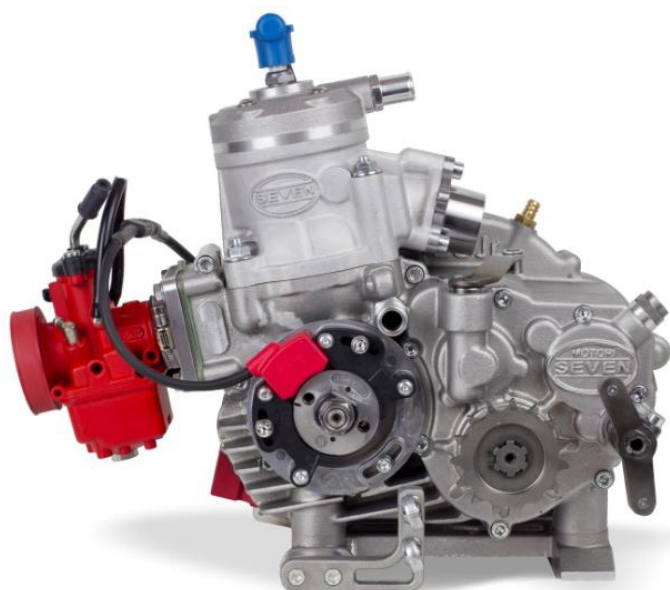


FOTO MOTORE LATO PIGNONE
PHOTO OF DRIVE SIDE OF ENGINE



FOTO MOTORE LATO FRIZIONE
PHOTO OF OPPOSITE SIDE OF ENGINE

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

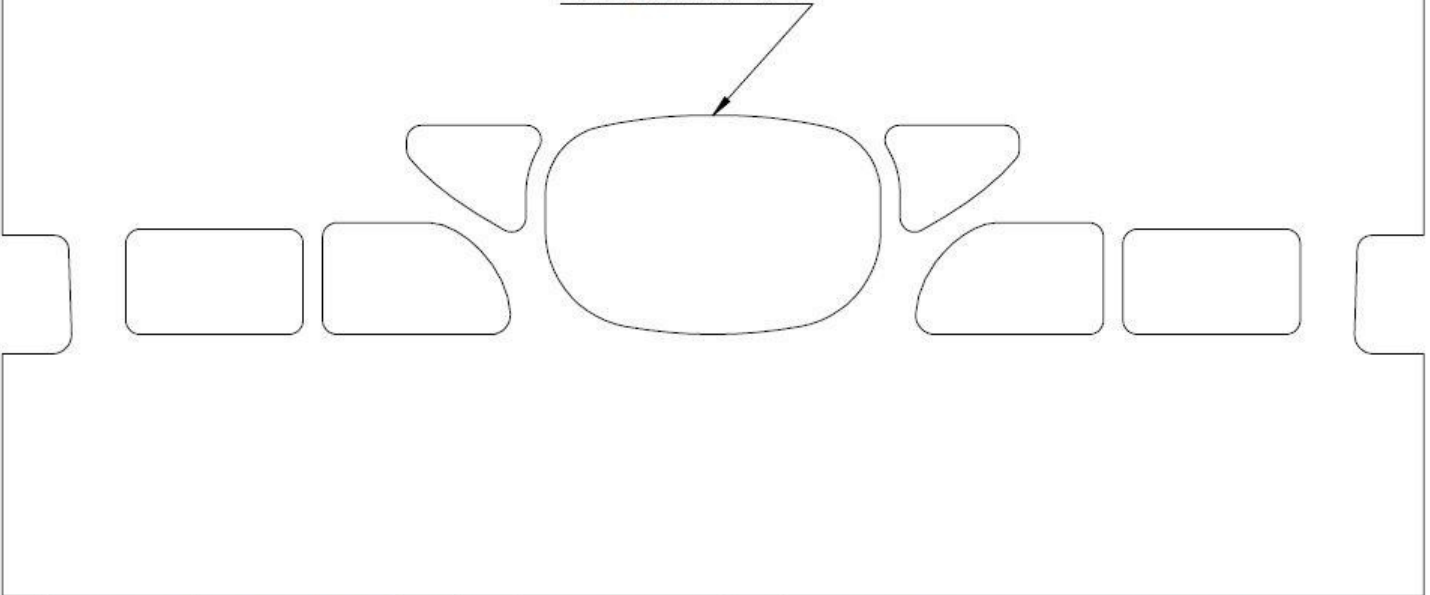
L8JR

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

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)

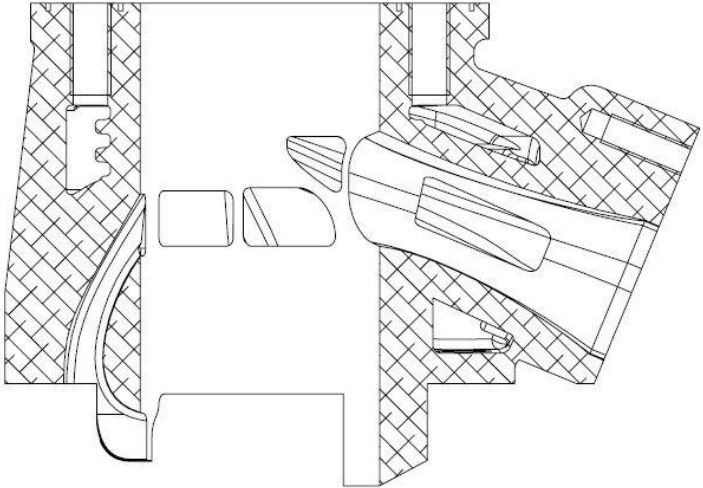
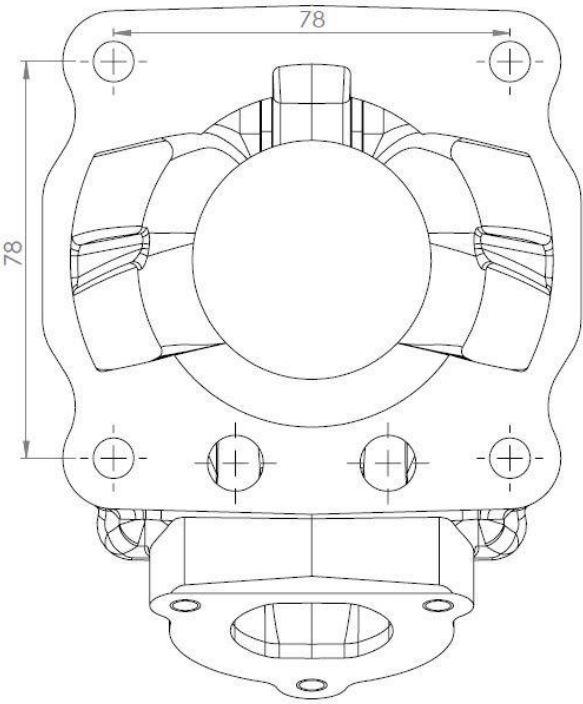
**DISEGNO BASE
CILINDRO**

***DRAWING OF THE
CYLINDER BASE***

**VISTA SEZIONE
CILINDRO**

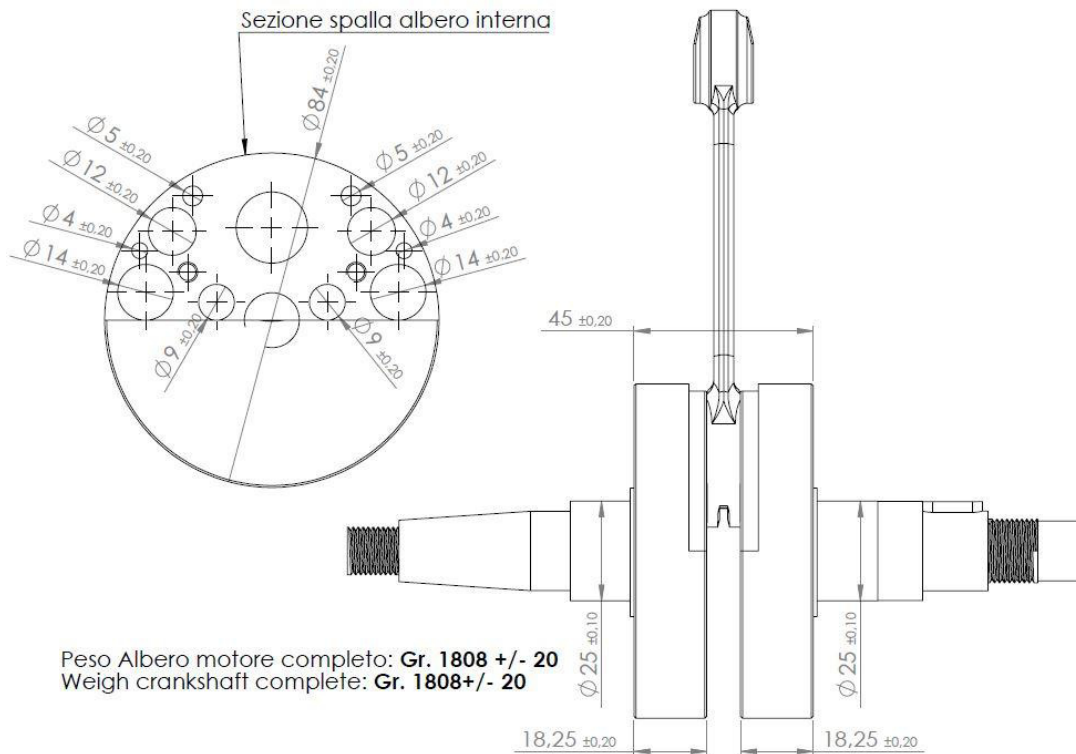
***SECTION VIEW OF
CYLINDER***

E' consentito l'utilizzo di più guarnizioni



DISEGNO ALBERO MOTORE

DRAWING OF THE CRANKSHAFT



DISEGNO INTERNO CARTER

DRAWING OF THE INSIDE OF SUMP

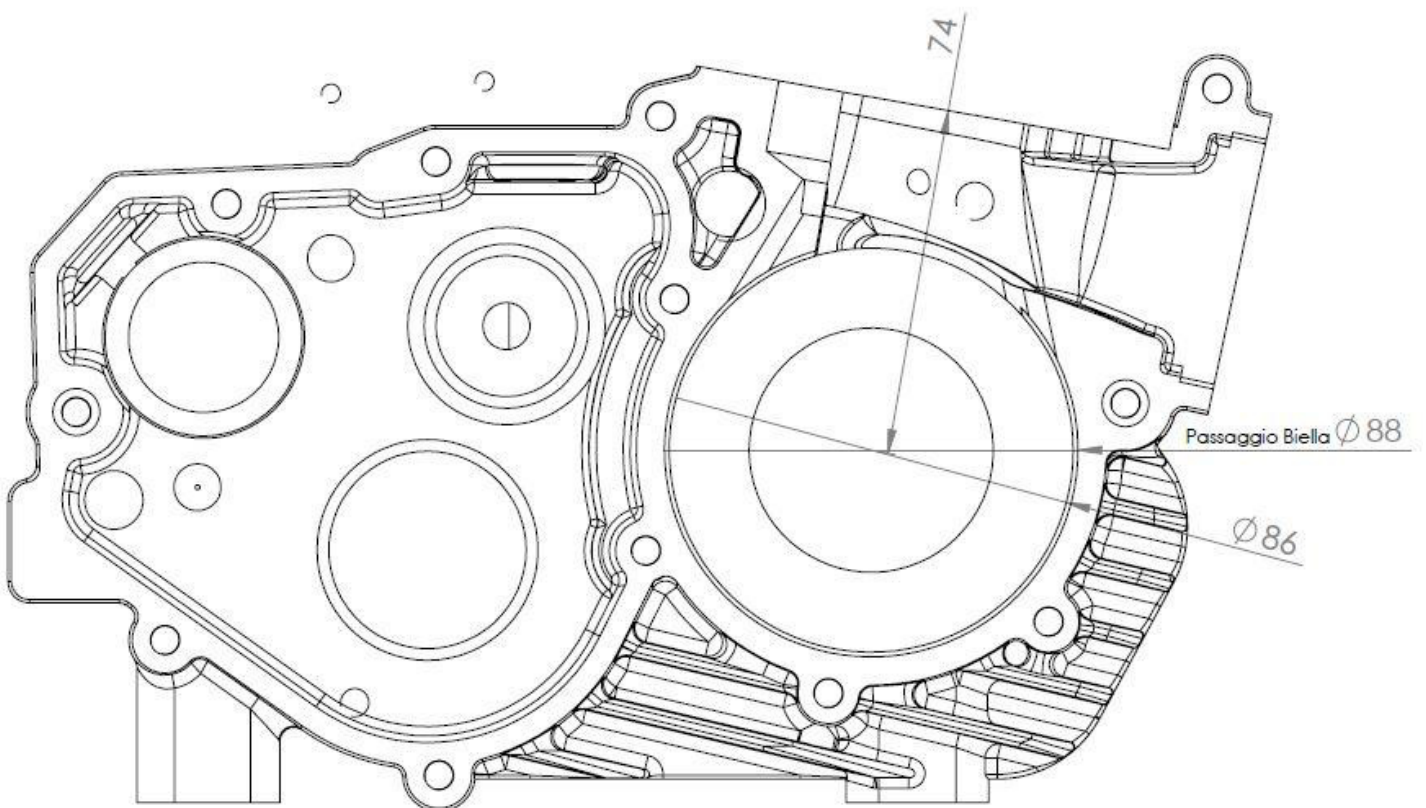


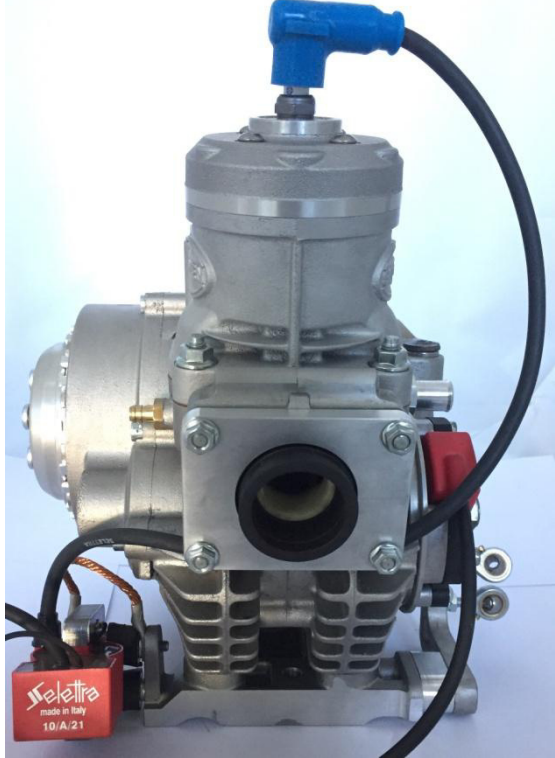
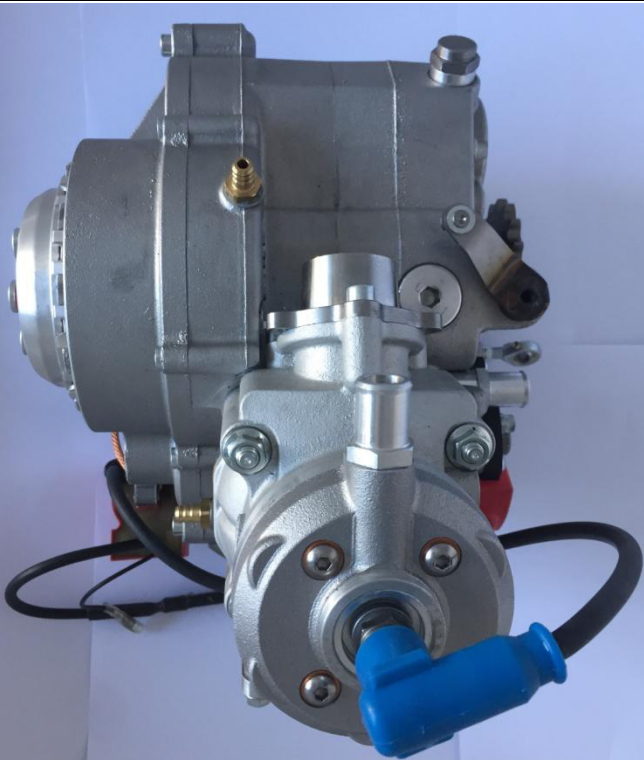
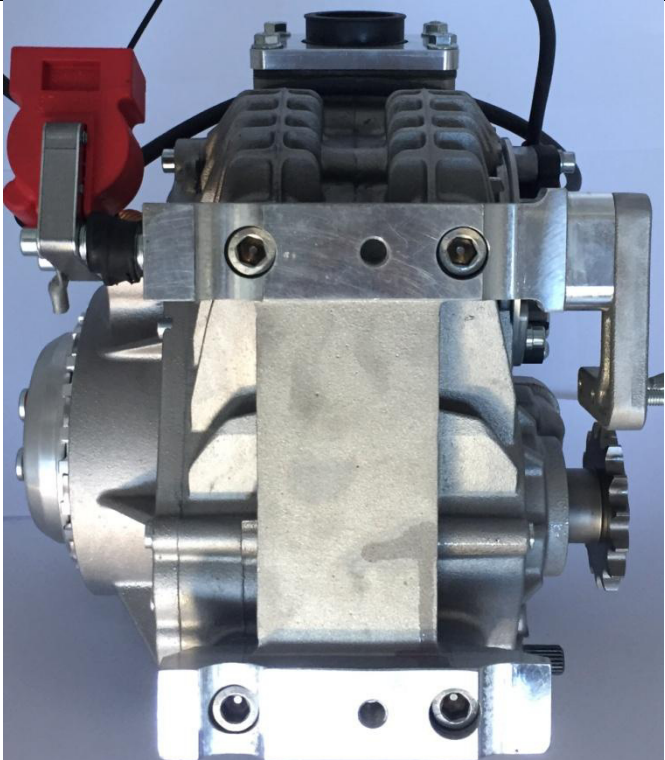
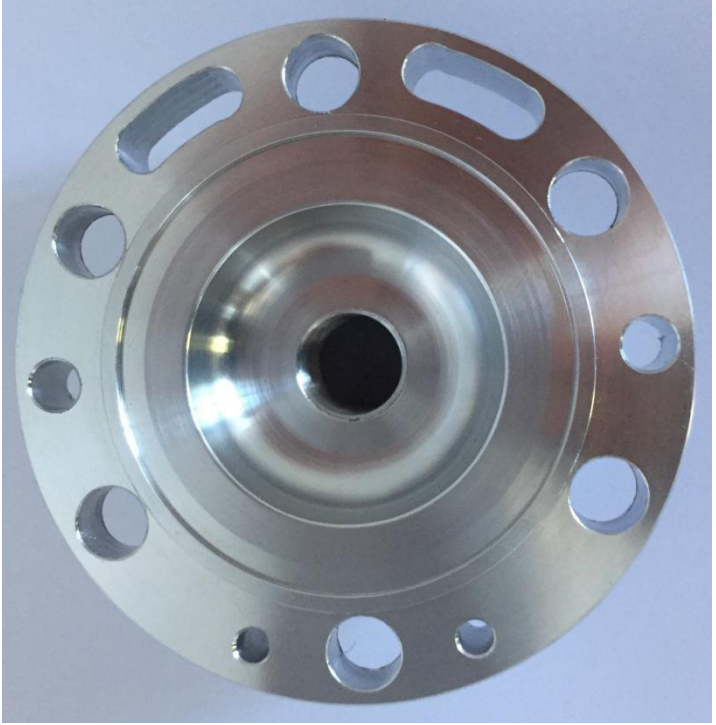
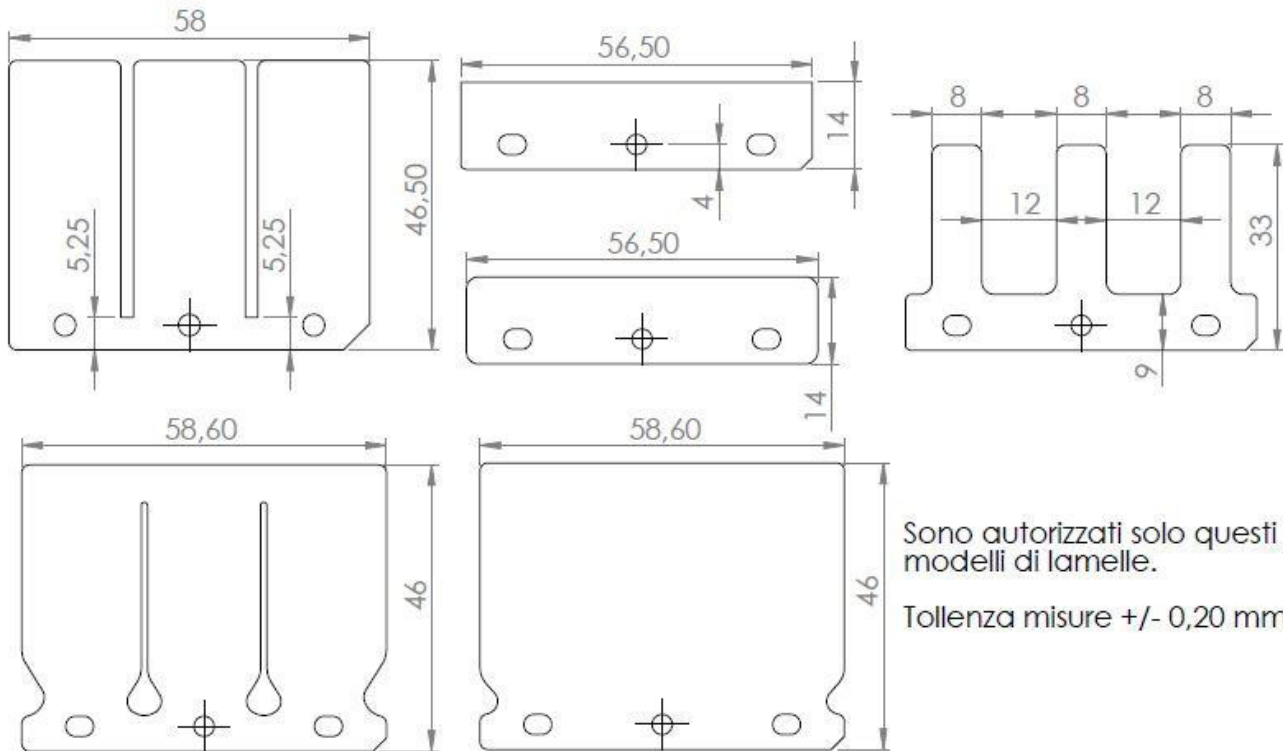
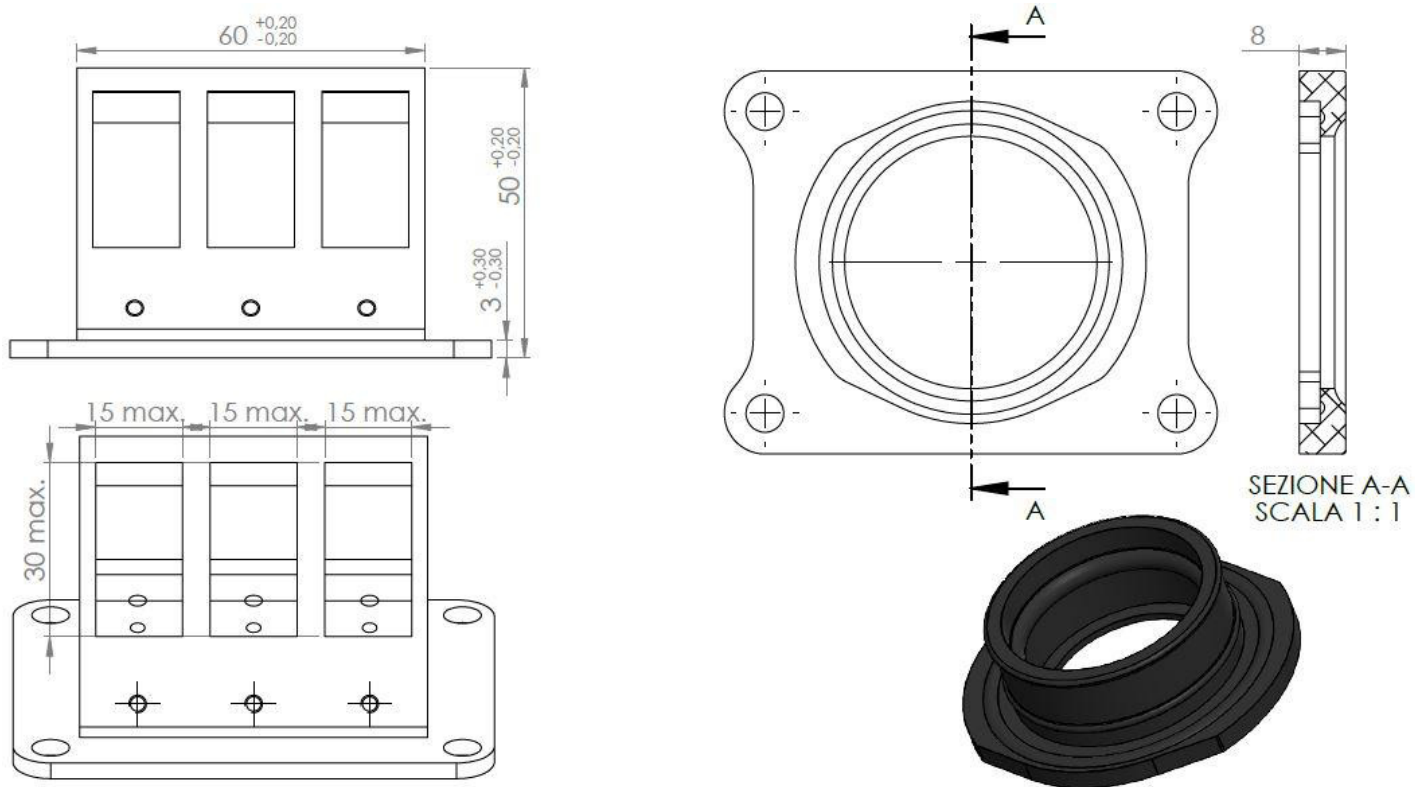
FOTO MOTORE DIETRO	PHOTO OF THE BACK OF THE ENGINE	FOTO MOTORE DAVANTI	PHOTO OF THE FRONT OF ENGINE
			
FOTO MOTORE SUPERIORE	PHOTO OF THE ENGINE TAKEN FROM ABOVE	FOTO MOTORE INFERIORE	PHOTO OF THE ENGINE TAKEN FROM BELOW

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	18/63
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} /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**EXHAUST DRAWINGS**

Contiene tutte le misure relative alla costruzione della marmitta

Including all the information necessary to build this exhaust.

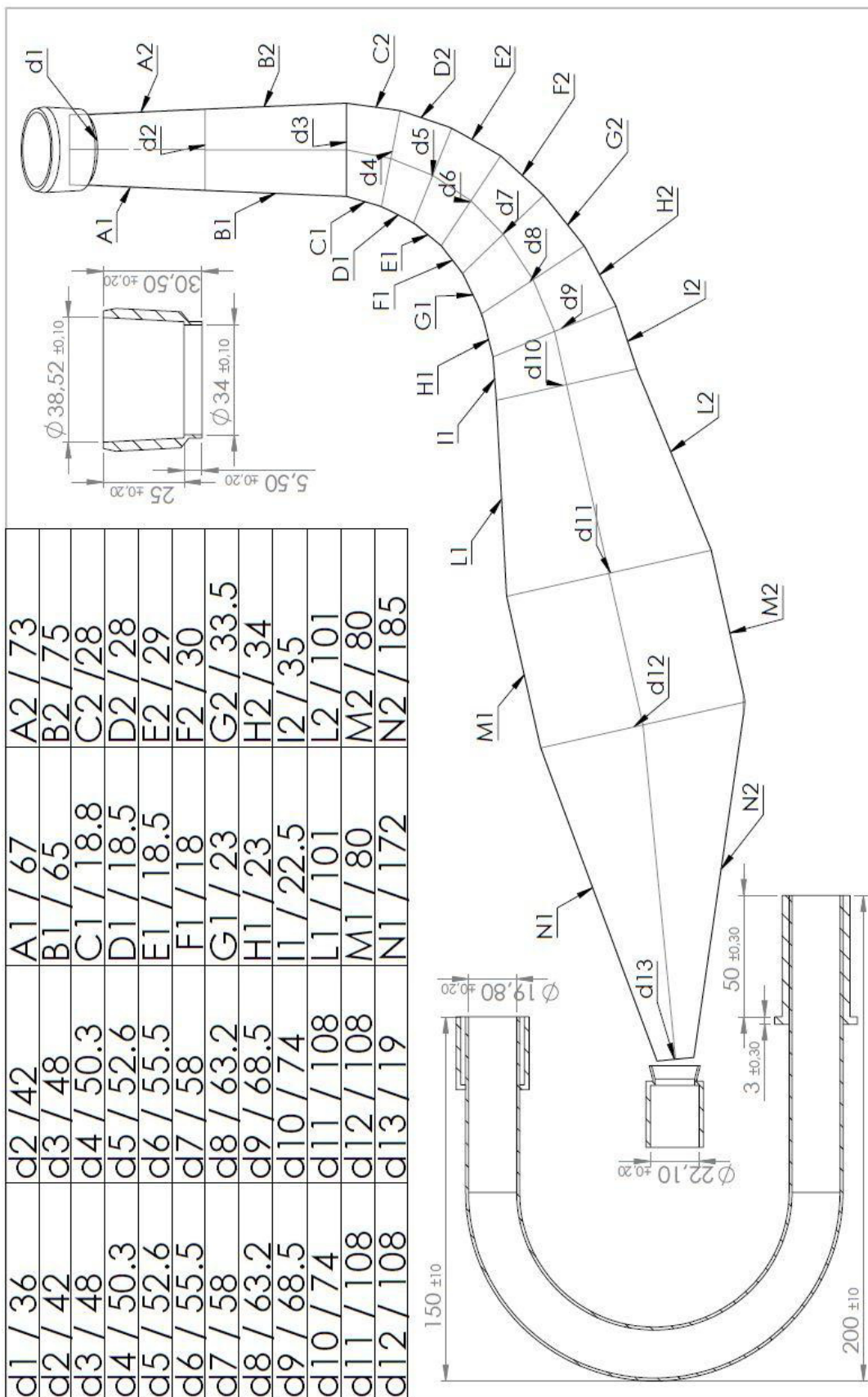
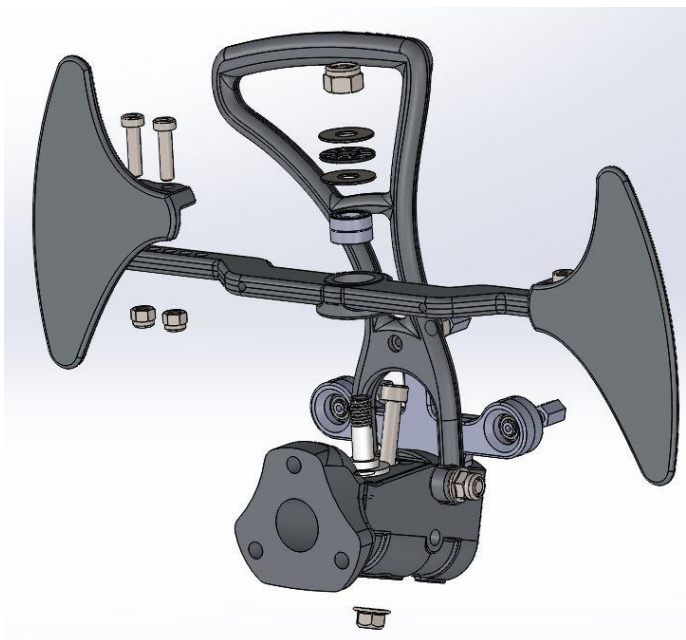
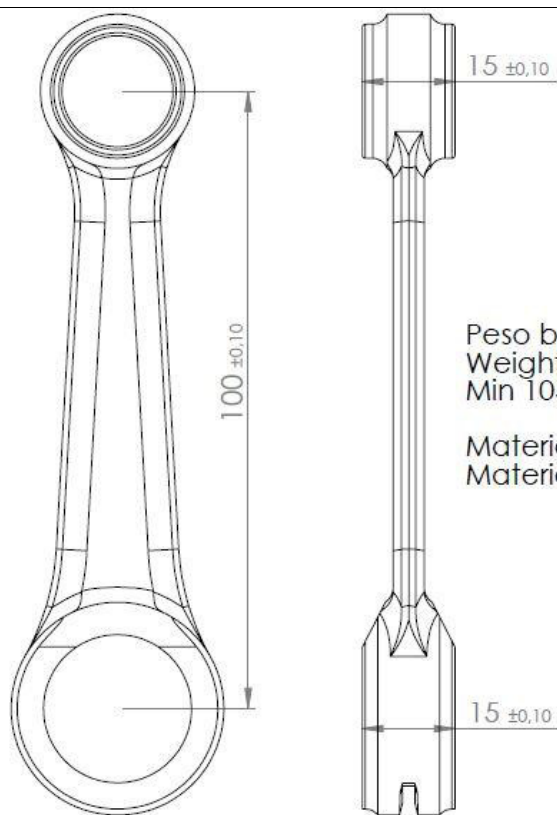
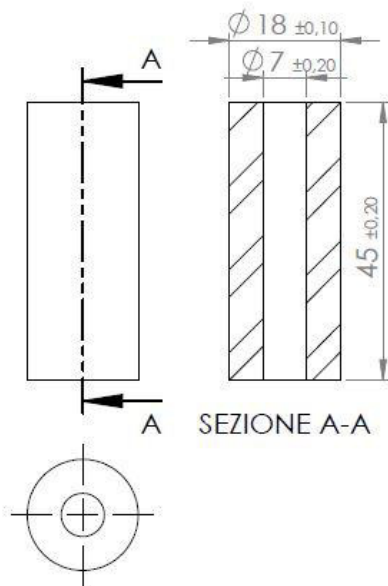


FOTO SISTEMA ACCENSIONE***PHOTO IGNITION SYSTEM*****Accensione: SELETTRA****Modello: 041029****N°Omologa Cik Fia: 10/A/21****FOTO ASSIEME SISTEMA GEAR PADDLE*****PHOTO GEAR PADDLE KIT***

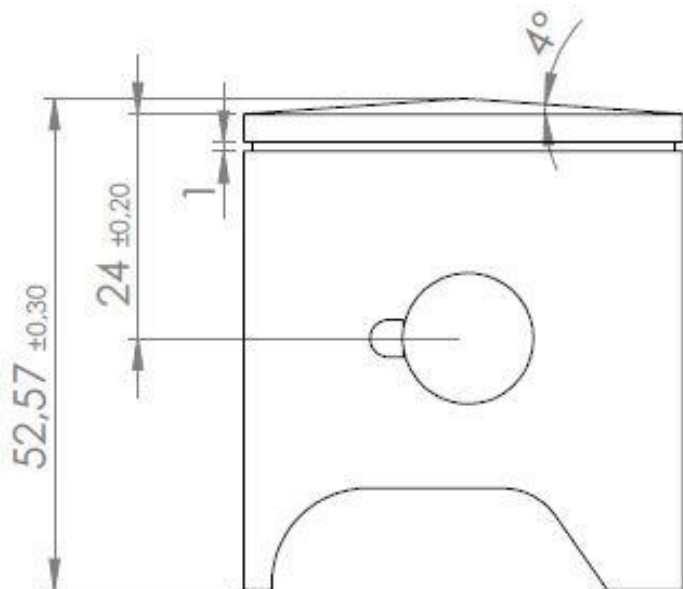
DISEGNO BIELLA**DRAWING OF CONNECTION ROD**

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

Materiale: Acciaio
Material: Steel

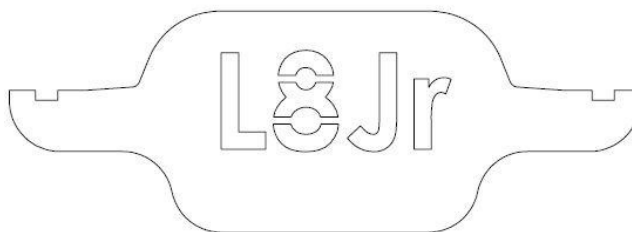
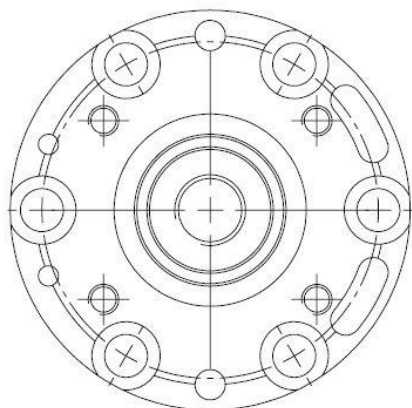


Peso asse
accoppiamento:
Gr. 76 +/-3
Weight coupling
axle: Gr 76 +/- 3

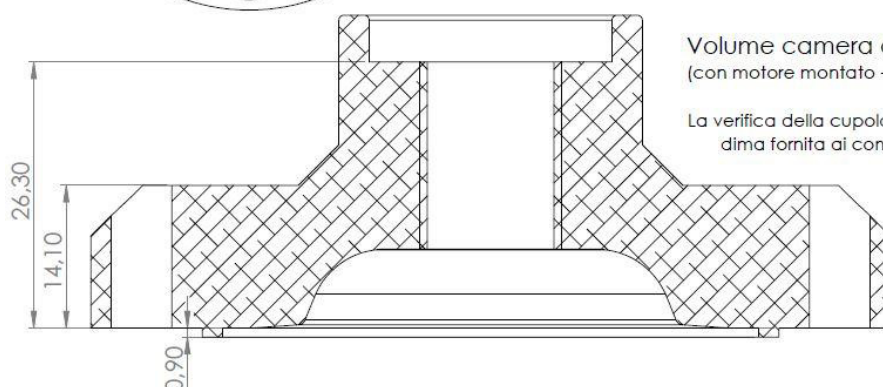
DISEGNO PISTONE**DRAWING OF PISTON**

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

