

TK –KZ-Junior (JSH) 80ccm

Sven L8 JR 80cc engine and chassis according to homologation The participant must have a homologation sheet for the engine used and chassis if requested by the technical inspector.

Age: from 11 to 15 years .

Weight: min. 145 kg

Chassis: BirelART Junior Chassis AR28-Y, chassis from other manufacturers according to homologation. Any existing front wheel brake must be shut down. Max. rear width 140cm

Engine: Motori Seven L8JR single-cylinder 2-stroke engine without modifications according to the homologation sheet.

Intake silencer: max. volume in cc 3711cm³ +/-2%

Number of air intake openings 2

Diameter of the inlet ducts 30,1mm max.

Carburetor: Dell'Orto VHST 24mm Red Racing gem. Homologationsblatt für Sven L8 JR 80ccm. Die Vorgaben bzgl. Düsen und Nadeln gem. Homologationsblatt.

Spark Plug: see the following homologation sheet Seven L8 JR 80ccm as well as: Brisk DZ10IR



Rim: Free
Front 5DF 130°- rear 5DF210°-
Rain front 5 DH130°- Rain in back 5 DH 180°-

Slicks: Easykart tires or Vega green (Easykart tires Front: ETS10x 4.50-5 or 4.60-5 Rear: ETS 11 x 7.10-5)

Rain tires: Free choice of tires, front 10 x 4.20-5 or 4.50-5 rear: 10 x 6.00-5

Other Requirements Neck- and Rib - Protection mandatory!!

(Note: Every Driver has to bring his own set of tires)

Der Auspuffkanal kann von Auspuff - Kohle it leichten Schleifmitteln gereinigt werden.
Dabei ist zu beachten, dass die Steuerzeiten nicht verändert werden.
Der Auspuff-Flansch kann dem Auspuffkanal angepasst werden.

TK –KZ-Junior (JSH) 80ccm

Sven L8 JR 80ccm Motor und Chassis lt. Homologation

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, Chassis anderer Hersteller gem. Homologation. Eventuell vorhandene Vorderradbremse muss stillgelegt sein. Max. Breite hinten 140cm

Ansaugschalldämpfer: Volume max. in cc 3970 cm³ +/-2%
Anzahl der Lufteinlassöffnungen 2x Durchmesser der Einlasskanäle max. 30,1mm

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. Homologationsblatt.

Zündkerze: siehe nachfolgend Homologationsblatt Seven L8 JR 80ccm sowie: Brisk DZ10IR



Felgen: Marke frei vorne 5DF 130°- hinten 5DF210°-
Regen vorne 5 DH130°- Regen hinten 5 DH 180°-

Trockenreifen: Easykart-Reifen oder Vega grün
(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!!, Jeder Fahrer bringt seine eigenen Reifen.

Der Auspuffkanal kann von Auspuff - Kohle mit leichten Schleifmitteln gereinigt werden.
Dabei ist zu beachten, dass die Steuerzeiten nicht verändert werden.
Der Auspuff-Flansch kann dem Auspuffkanal angepasst werden.

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

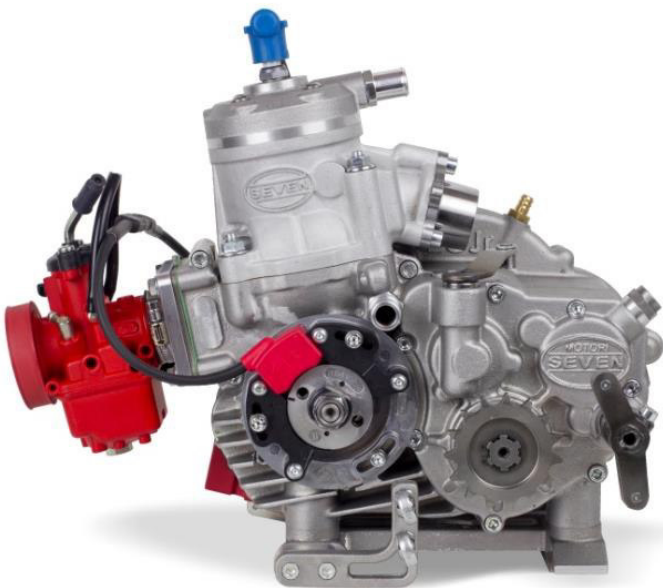
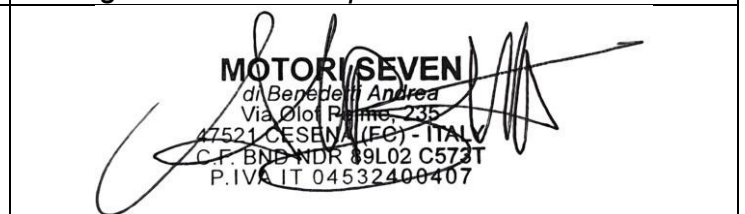
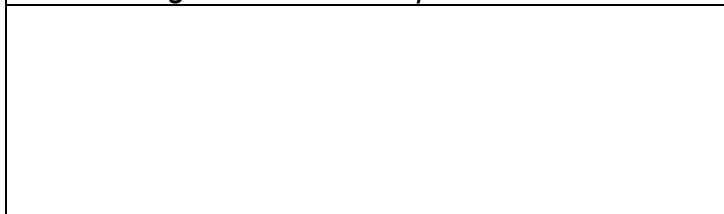


FOTO MOTORE LATO PIGNONE
PHOTO OF DRIVE SIDE OF ENGINE



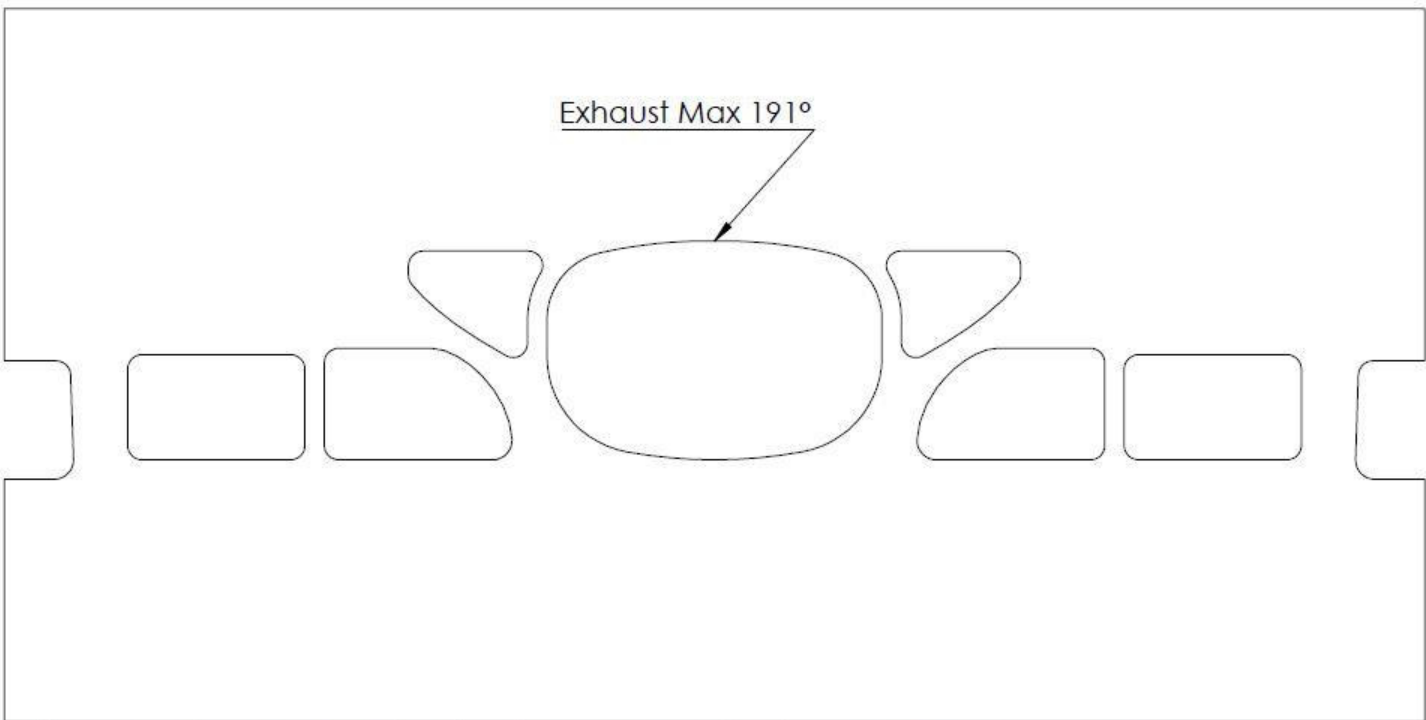
FOTO MOTORE LATO FRIZIONE
PHOTO OF OPPOSITE SIDE OF ENGINE

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



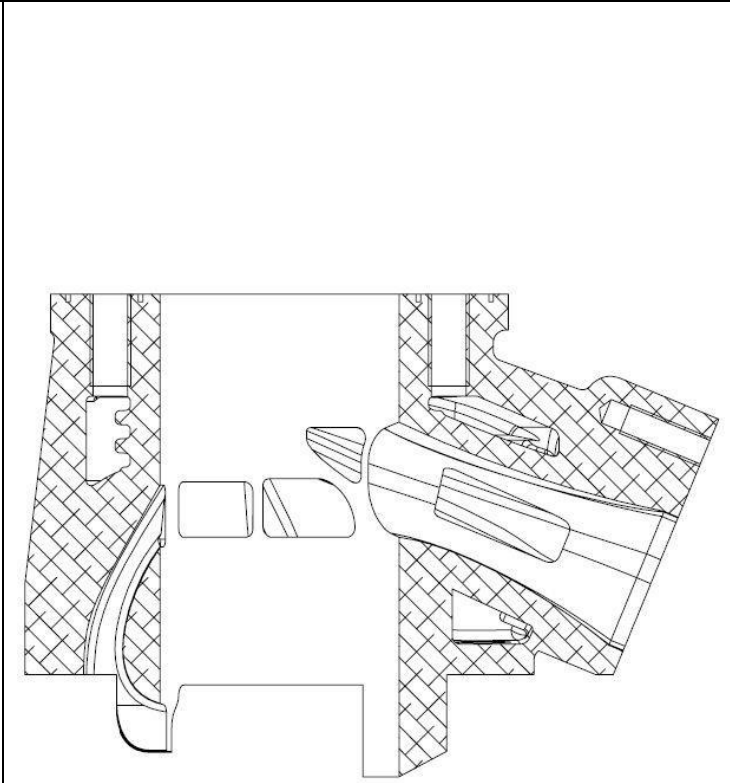
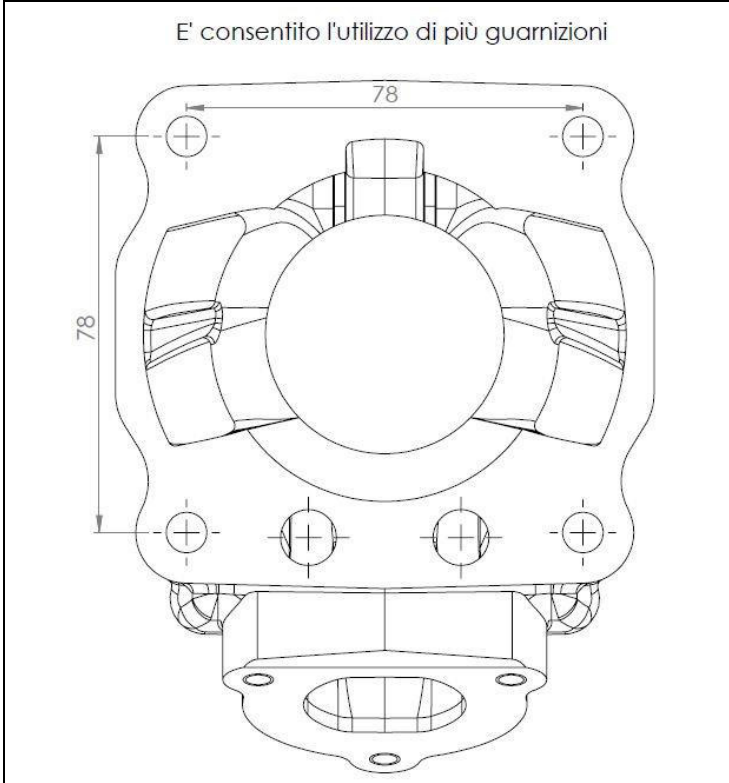
INFORMAZIONI TECNICHE		TECHNICAL INFORMATION	
CARATTERISTICHE GENERALI		GENERAL CHARACTERISTICS	
			Tolérances
Cilindrata teorica	<i>Theoretical engine displacement</i>	<u>80.67 CM3</u>	< 81cm³
Alesaggio originale	<i>Original Bore</i>	<u>47 MM</u>	
Alesaggio teorico massimo	<i>Theoretical maximum bore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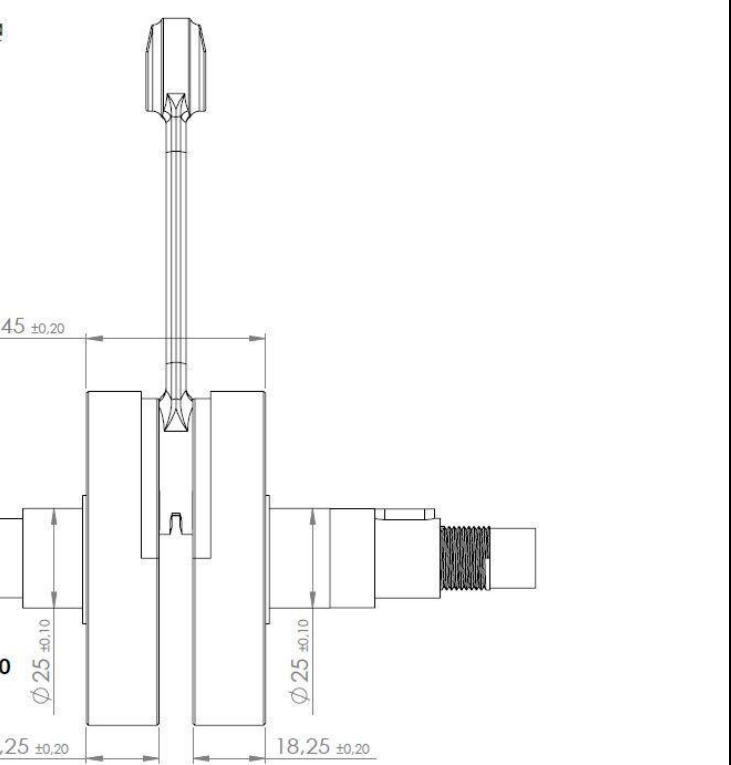
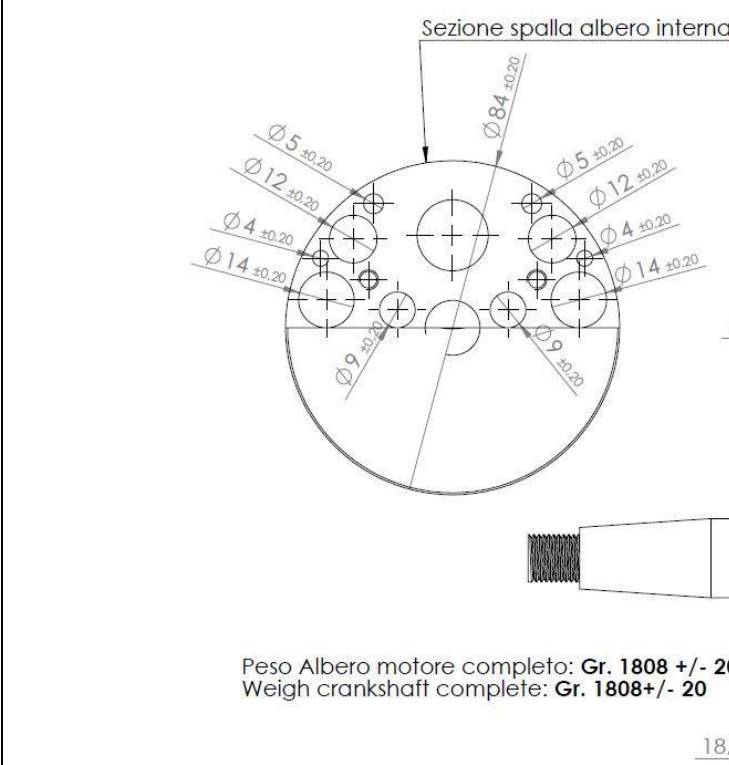
Lettura angolare con spessimetro da sp. 0,2mm - larghezza 5mm (chiusura- punto morto inferiore - chiusura)
 Angular reading with thickness of sp. 0,2mm - width 5mm (close-Point low dow-close)

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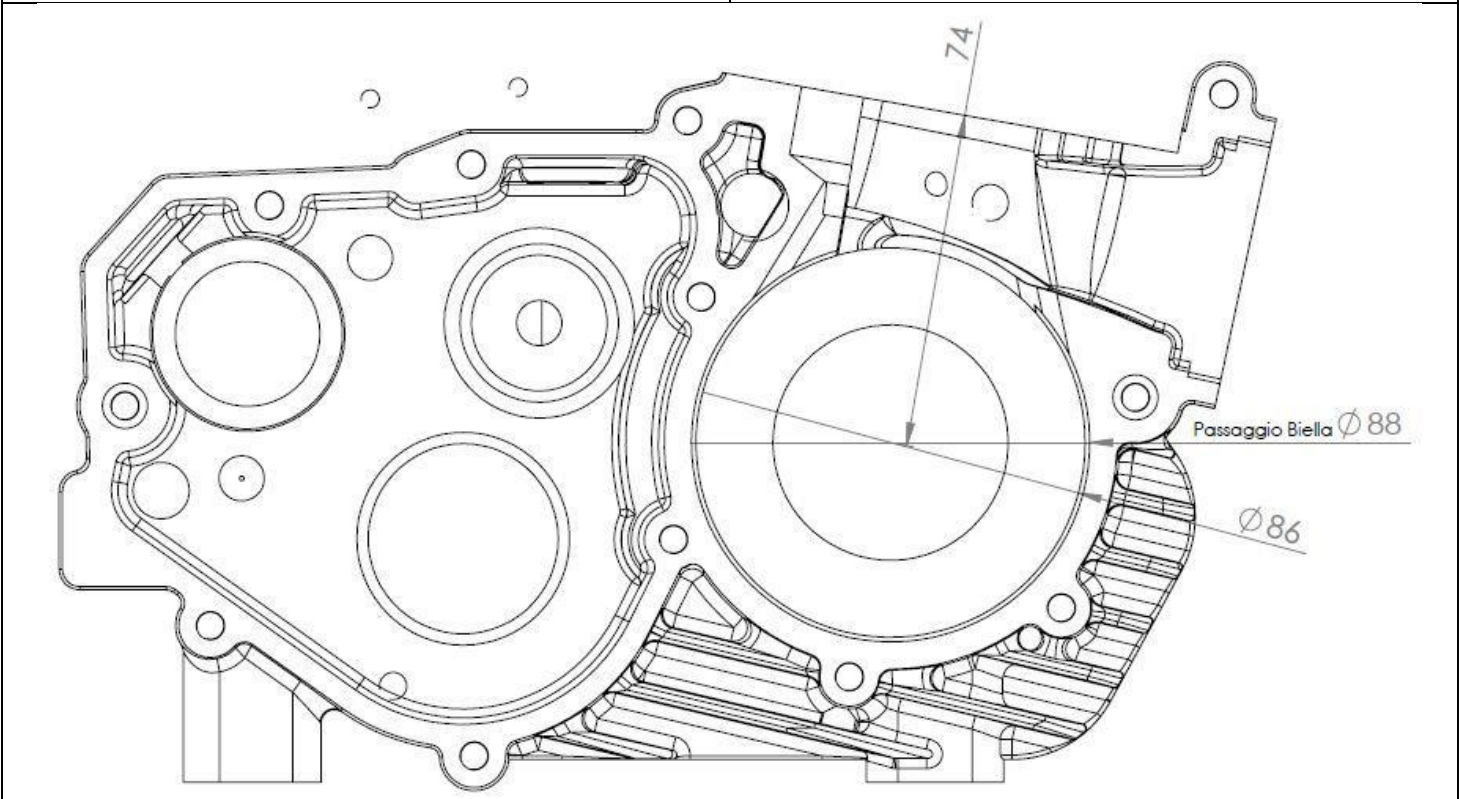
DISEGNO ALBERO MOTORE

DRAWING OF THE CRANKSHAFT



DISEGNO INTERNO CARTER

DRAWING OF THE INSIDE OF SUMP




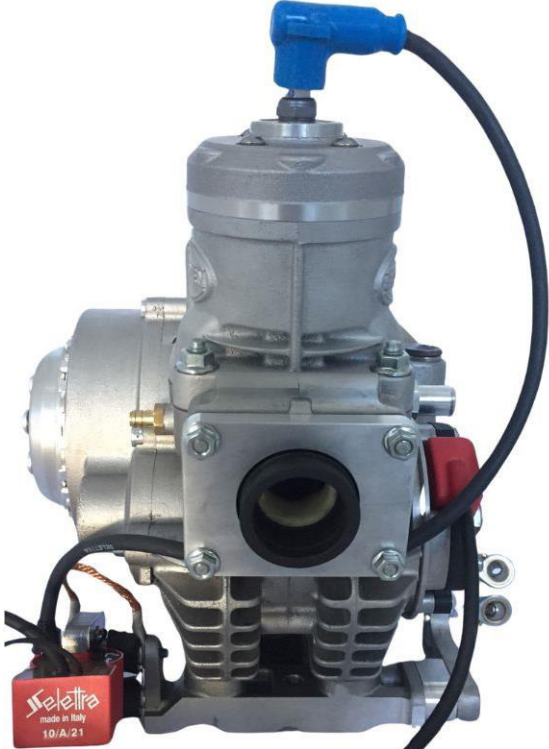

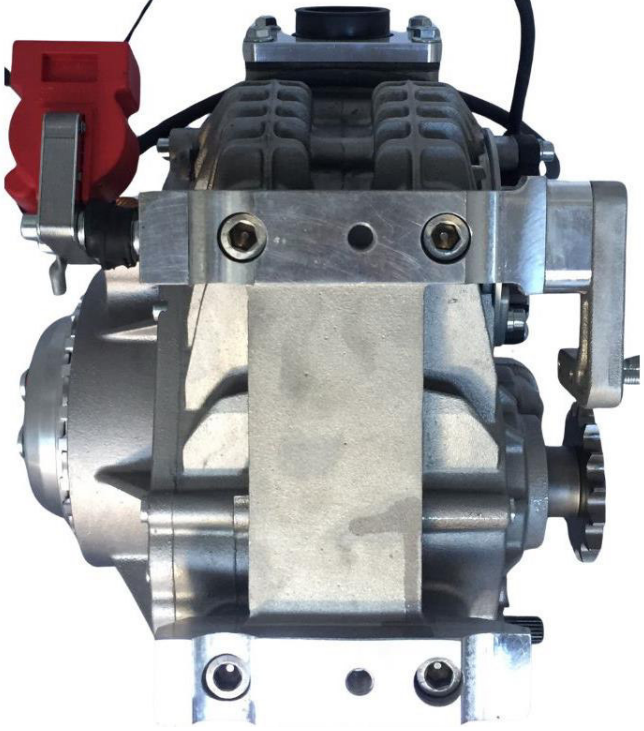




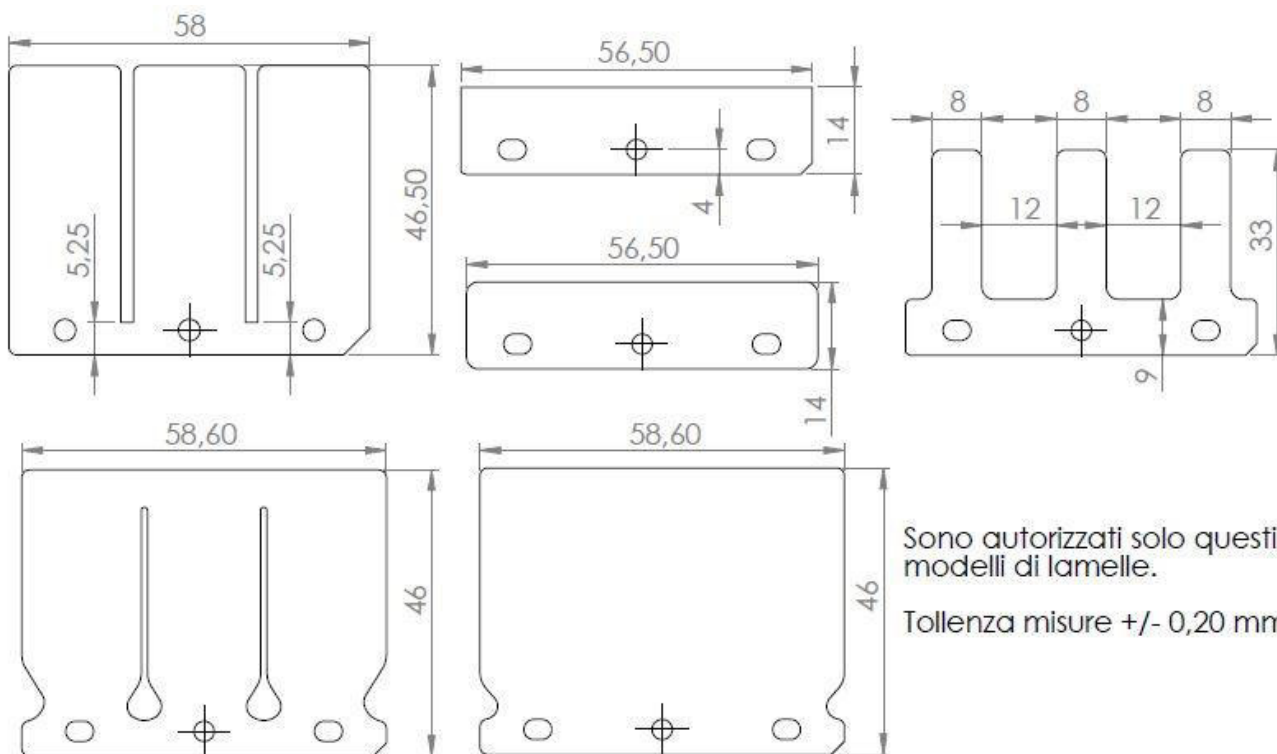
<p>FOTO MOTORE DIETRO</p>	<p>PHOTO OF THE BACK OF THE ENGINE</p>	<p>FOTO MOTORE DAVANTI</p>	<p>PHOTO OF THE FRONT OF ENGINE</p>
			
<p>FOTO MOTORE SUPERIORE</p>	<p>PHOTO OF THE ENGINE TAKEN FROM ABOVE</p>	<p>FOTO MOTORE INFERIORE</p>	<p>PHOTO OF THE ENGINE TAKEN FROM BELOW</p>
			

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>
			

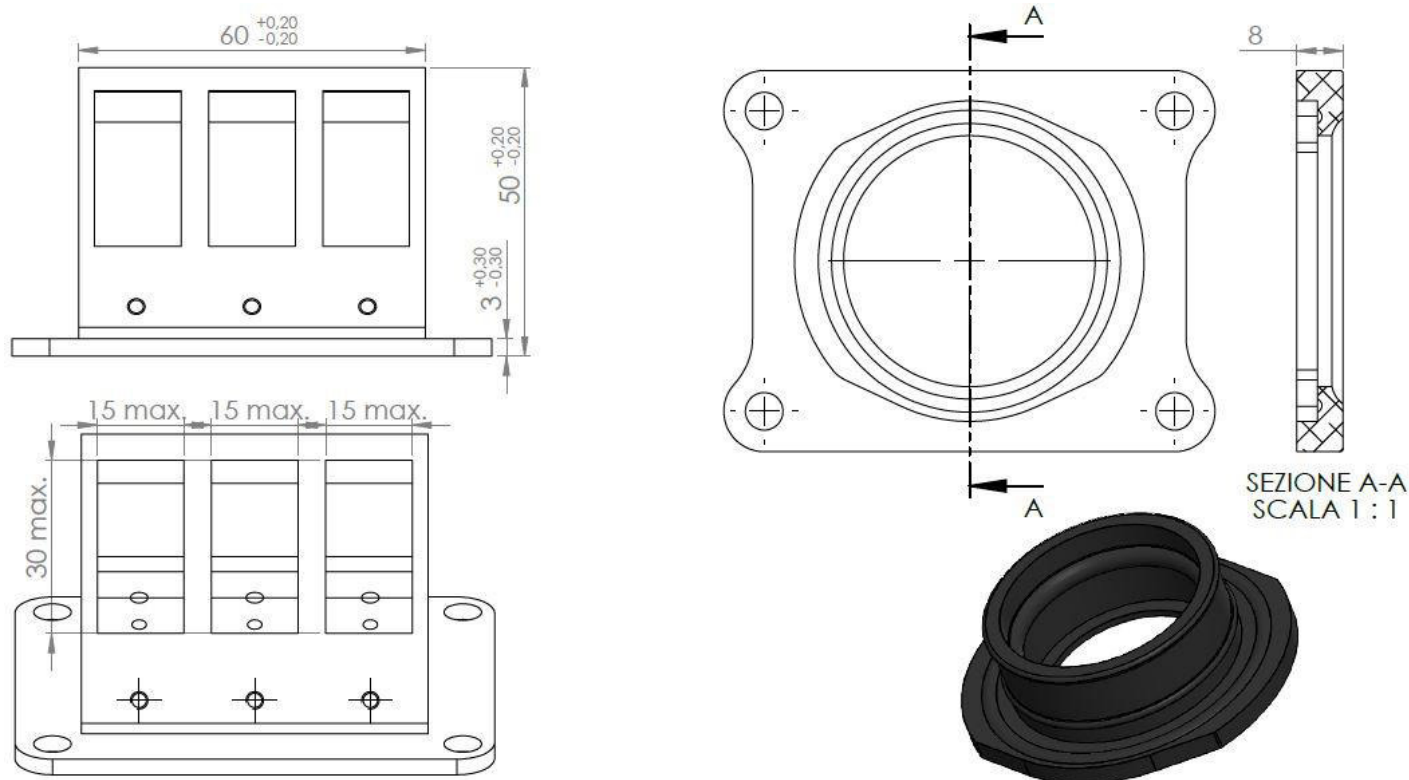
DISEGNO LAMELLE

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
 Contiene tutte le misure relative alla costruzione della marmitta

EXHAUST DRAWINGS
 Including all the information necessary to build this exhaust.

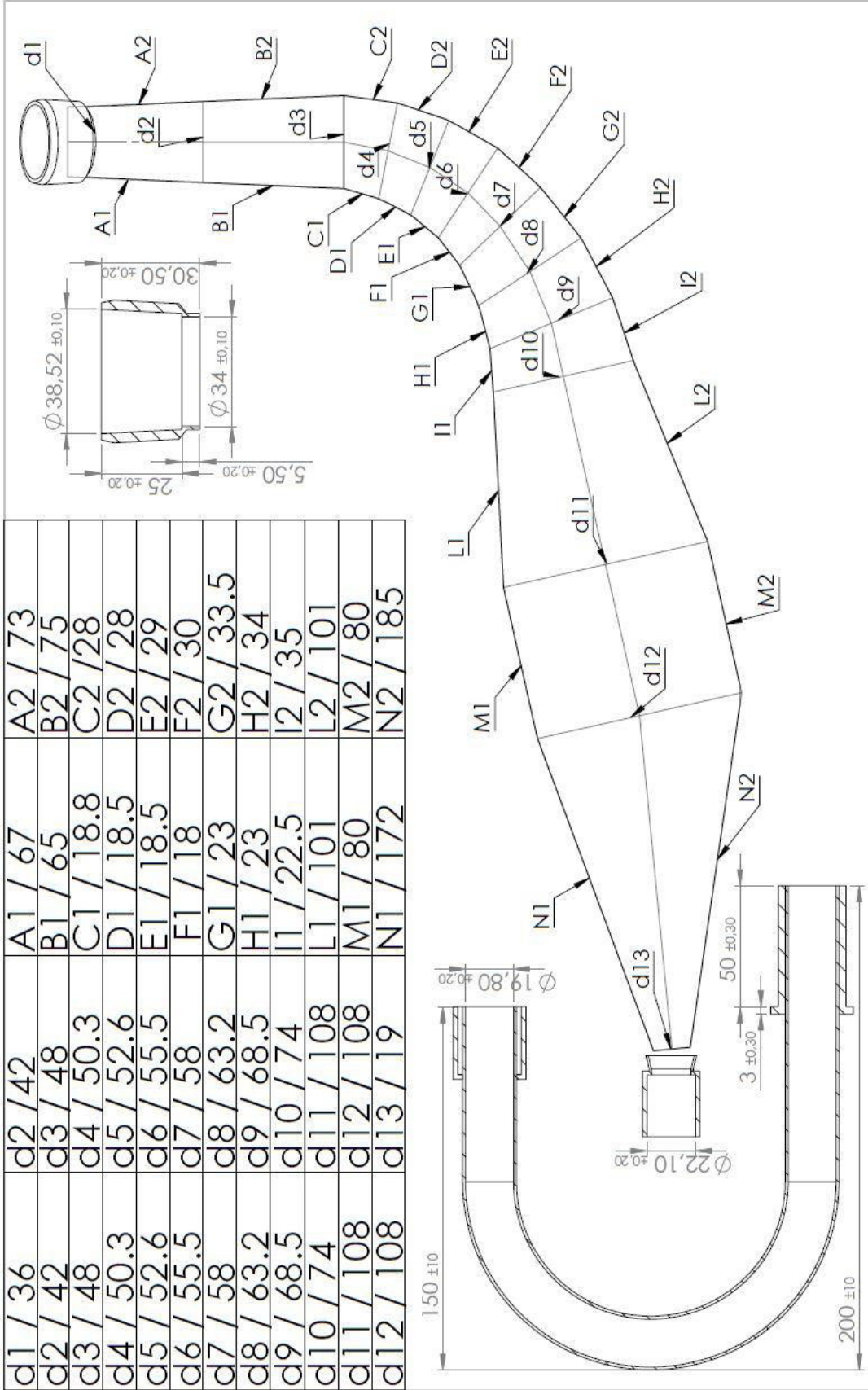


FOTO SISTEMA ACCENSIONE

PHOTO IGNITION SYSTEM

Accensione: SELETTA **Modello:** 041029 **N°Omologa Cik Fia:** 10/A/21



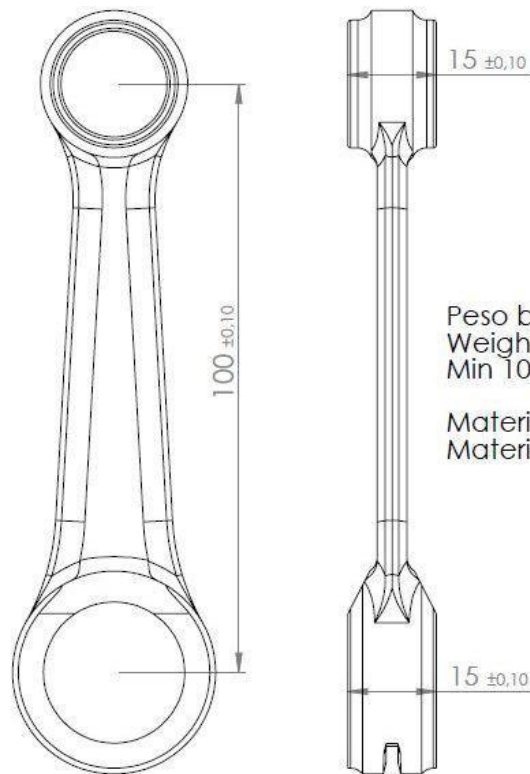
FOTO ASSIEME SISTEMA GEAR PADDLE

PHOTO GEAR PADDLE KIT



DISEGNO BIELLA

DRAWING OF CONNECTION ROD

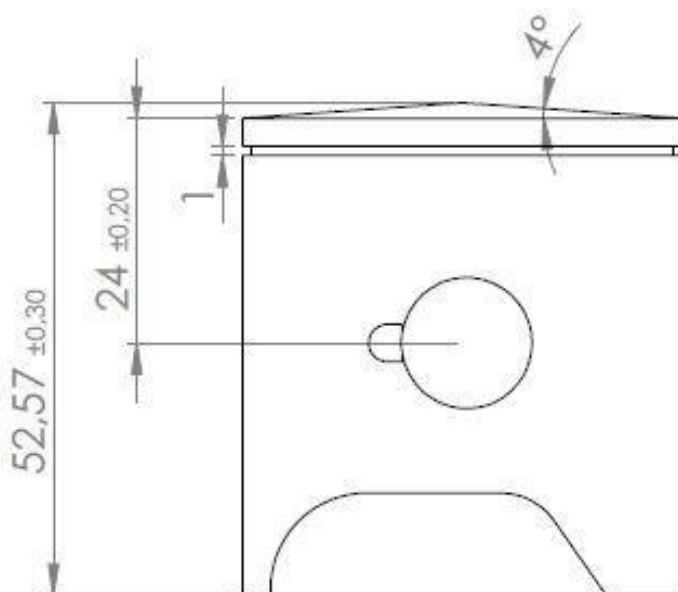


Peso biella: Min 105 Gr.
Weight connecting rod:
Min 105 Gr.

Materiale: Acciaio
Material: Steel

DISEGNO PISTONE

DRAWING OF PISTON

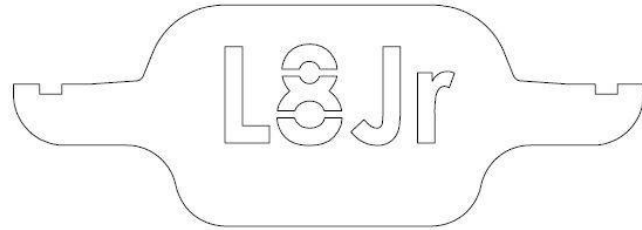
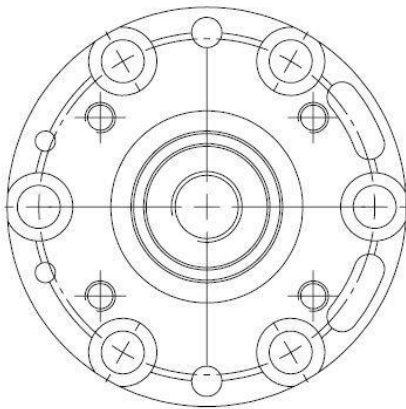


Peso pistone nudo: Gr.86 +/-5
Weight only piston: Gr.86 +/-5

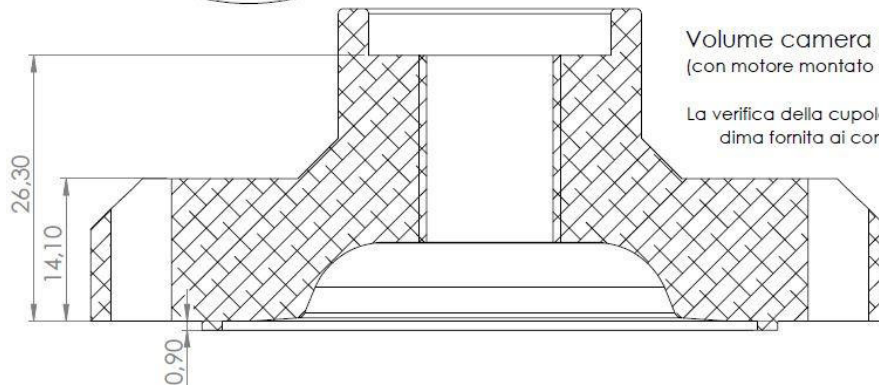
Materiale pistone: Alluminio
Material piston: Allumimium

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

Getto Massimo: Da 110 a 125 compresi

Getto Minimo: U36 .

Valvola gas: 45

