1. EASYKART Schweiz für engl Version (German Version is binding)

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:	Free CIK tires or 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.

1. EASYKART Schweiz für

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 technisches 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 oder CIK hom. Reifen
(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*
	MOTORI SEVEN di Benedetti Andrea Via Oloi Palmo, 235 47521 CESENA (FC) - ITALY C.F. BNDNDR 89L02 C573T P.IVA IT 04532400407

L8JR

INFORMAZIONI TECNICHE	***TECHNICAL INFORMATION***

	CARATTERISTICHE GENERALI		*GENERAL CHARACTERISTICS*

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

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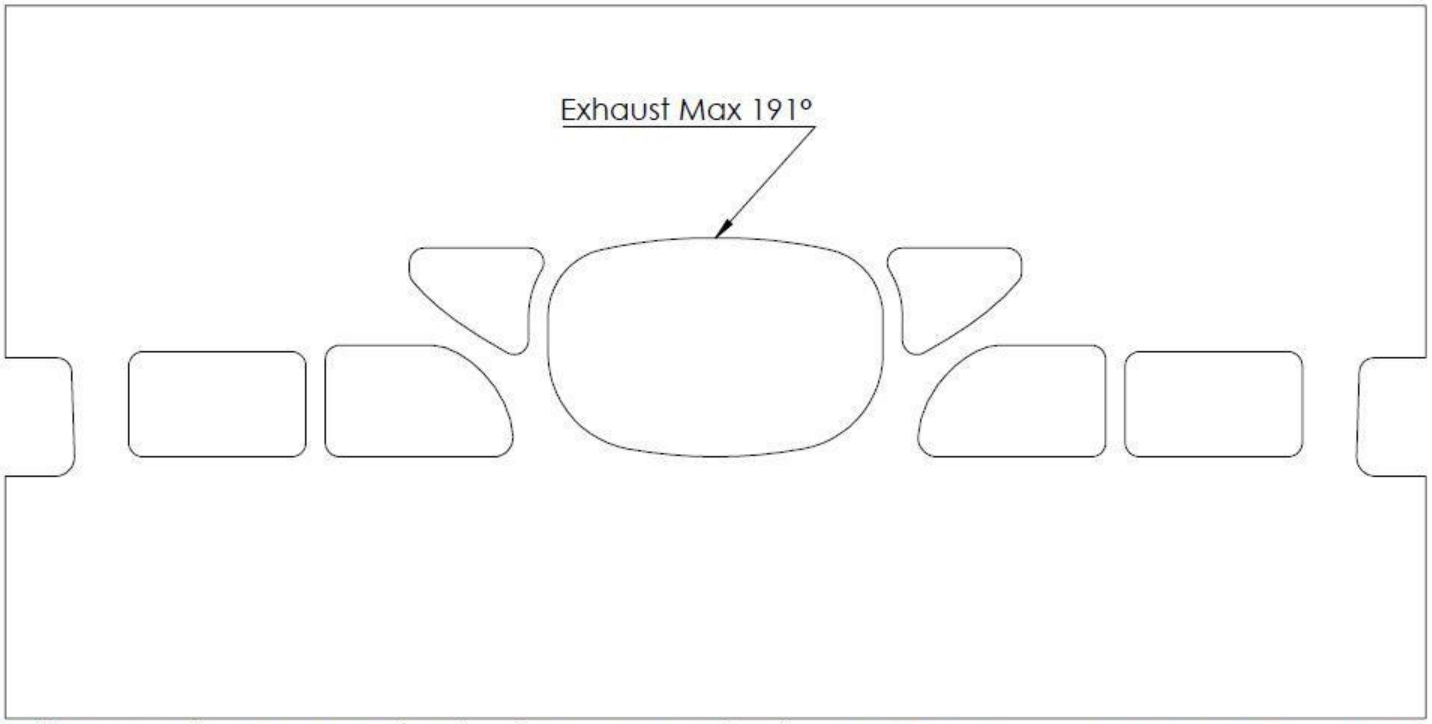
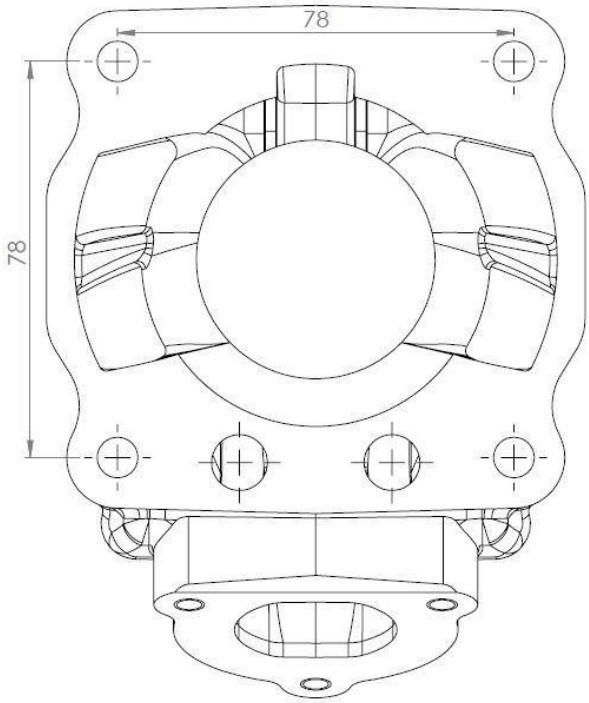
DISEGNO SVILUPPO DIAGRAMMI CILINDRO	*DRAWING OF THE CYLINDER DEVELOPMENT*

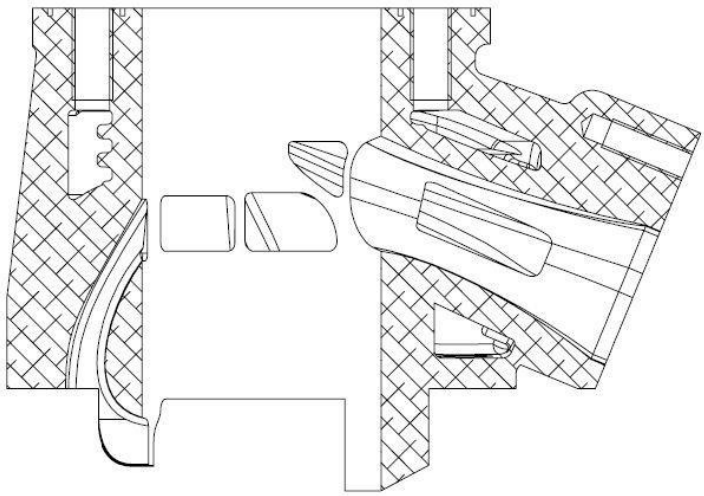


Lettura angolare con spessimetro da sp. 0,2mm - larghezza 5mm (chiusura- punto morto inferiore - chiusura)
Angular reading with thickeness of sp. 0,2mm - width 5mm (close-Point low dow-close)

DISEGNO BASE CILINDRO	*DRAWING OF THE CYLINDER BASE*	VISTA SEZIONE CILINDRO	*SECTION VIEW OF CYLINDER*

E' consentito l'utilizzo di più guarnizioni





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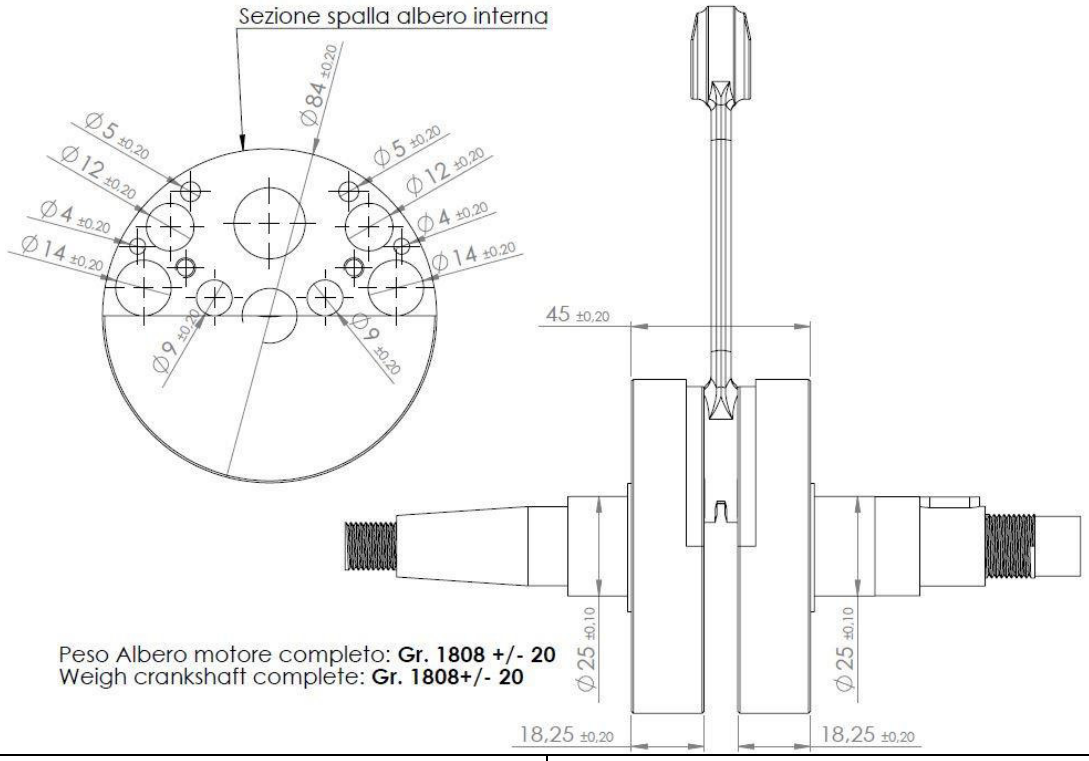
DISEGNO ALBERO MOTORE	*DRAWING OF THE CRANKSHAFT*



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

DISEGNO INTERNO CARTER	*DRAWING OF THE INSIDE OF SUMP*

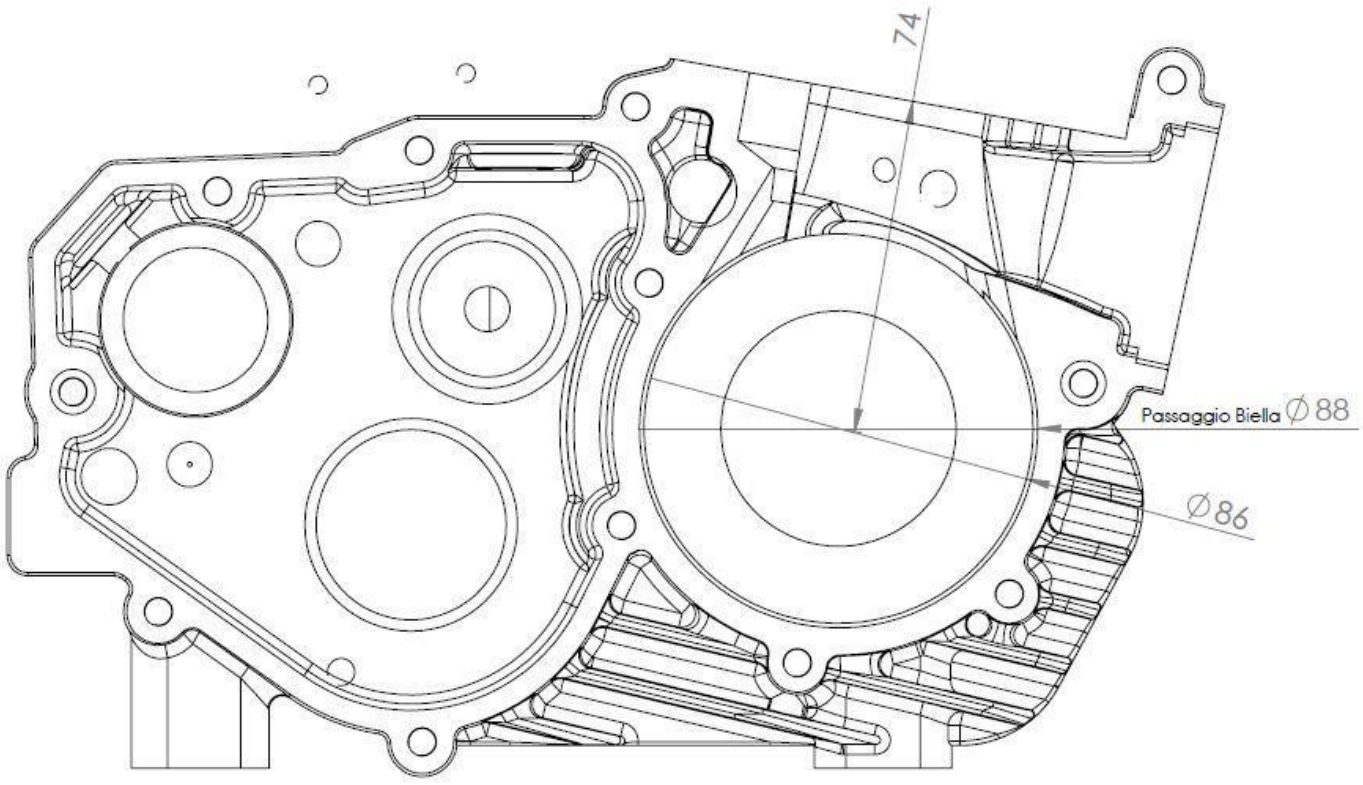


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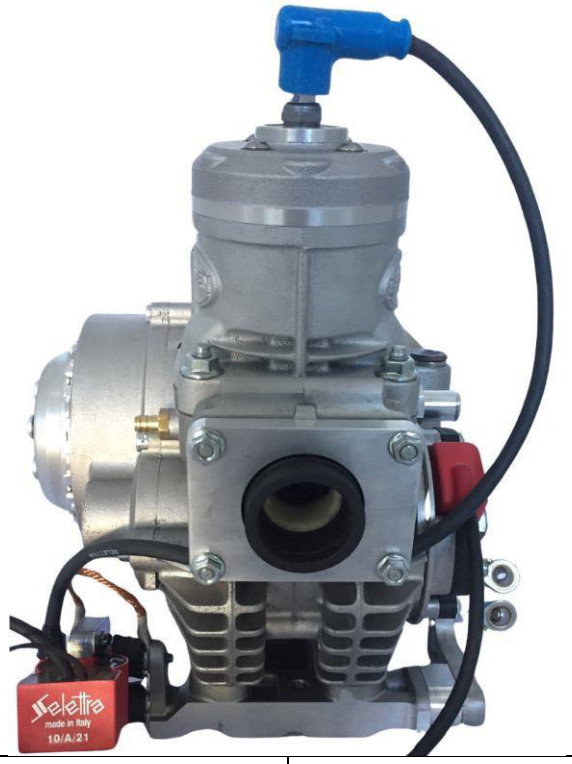
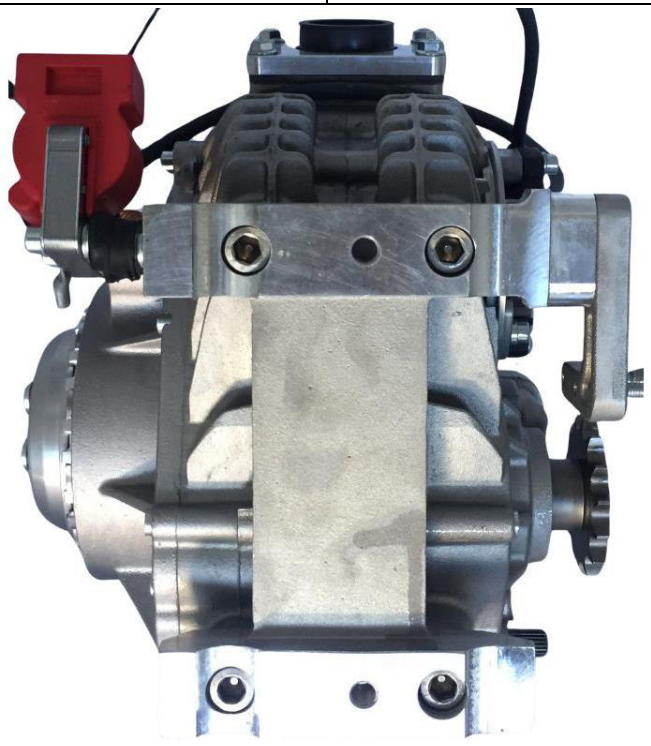
FOTO MOTORE DIETRO	*PHOTO OF THE BACK OF THE ENGINE*	FOTO MOTORE DAVANTI	*PHOTO OF THE FRONT OF ENGINE*
			
FOTO MOTORE SUPERIORE	*PHOTO OF THE ENGINE TAKEN FROM ABOVE*	FOTO MOTORE INFERIORE	*PHOTO OF THE ENGINE TAKEN FROM BELOW*
			

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FOTO BASE CILINDRO	*PHOTO OF THE BASE OF THE CYLINDER*	FOTO TESTA	*PHOTO OF COMBUSTION CHAMBER*
			
FOTO CARTER (GUARNIZIONE BASE)	*PHOTO OF THE SUMP (GASKET FACE)*	FOTO INTERNO CARTER	*PHOTO OF AN INTERNAL PART OF THE SUMP*
			

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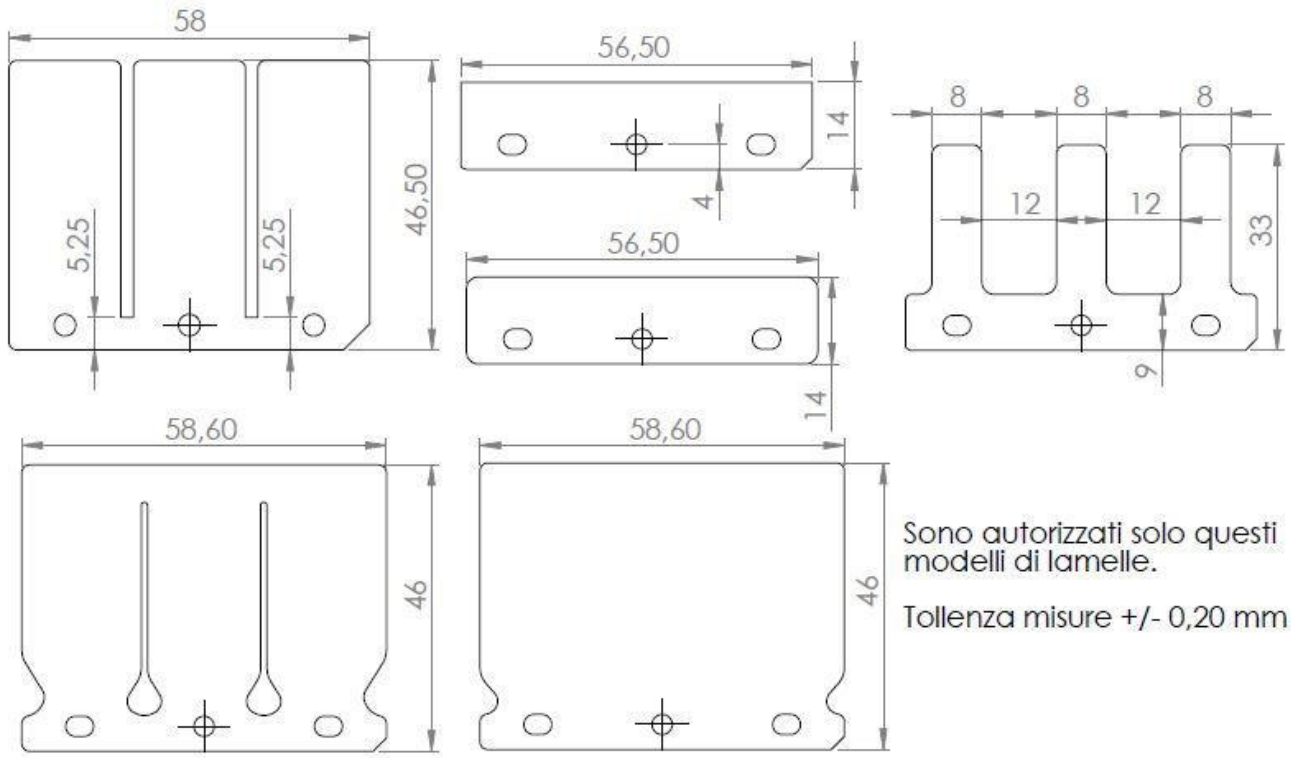
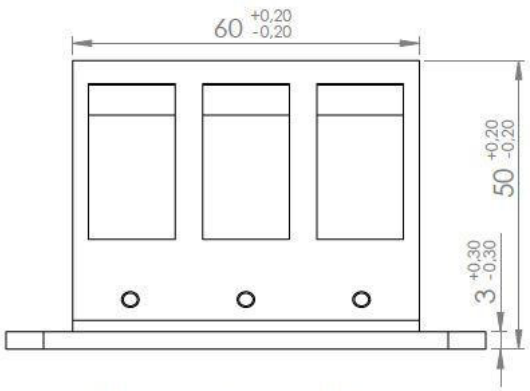
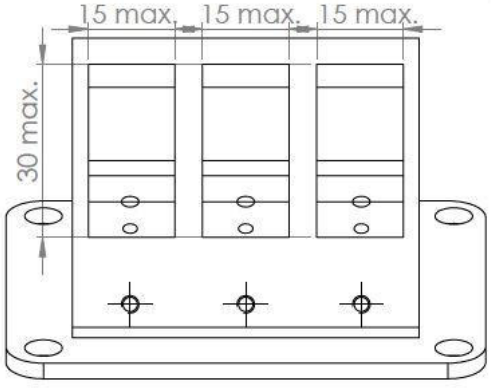
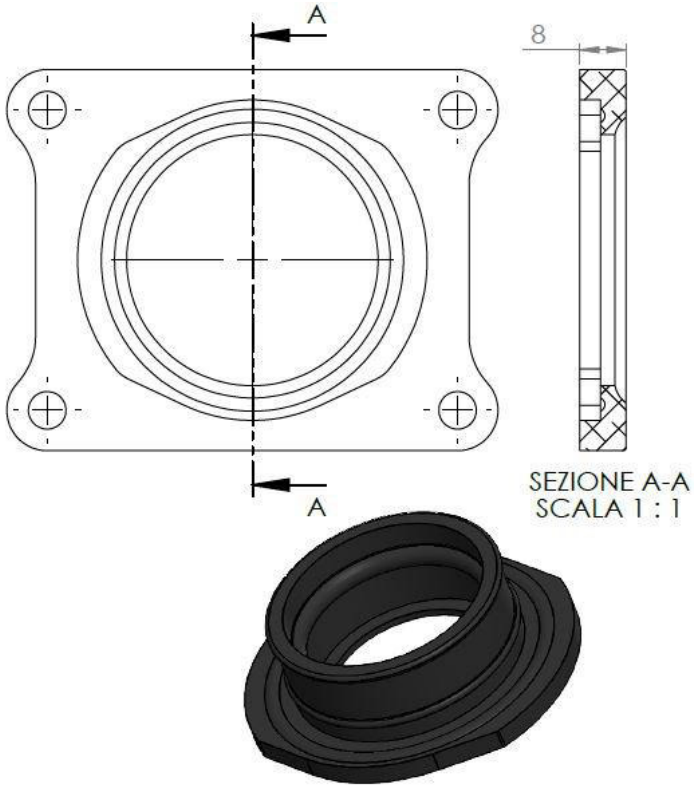
DISEGNO LAMELLE	*DRAWING OF LAMELLAE*



DISEGNO PACCO LAMELLARE E COLLETTORE ASPIRAZIONE	*DRAWING OF REED VALVE AND INLET SYSTEM*







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CAMBIO DI VELOCITA'	*GEARBOX*

Coppia Primaria	*Primary coupling*	**18/63**

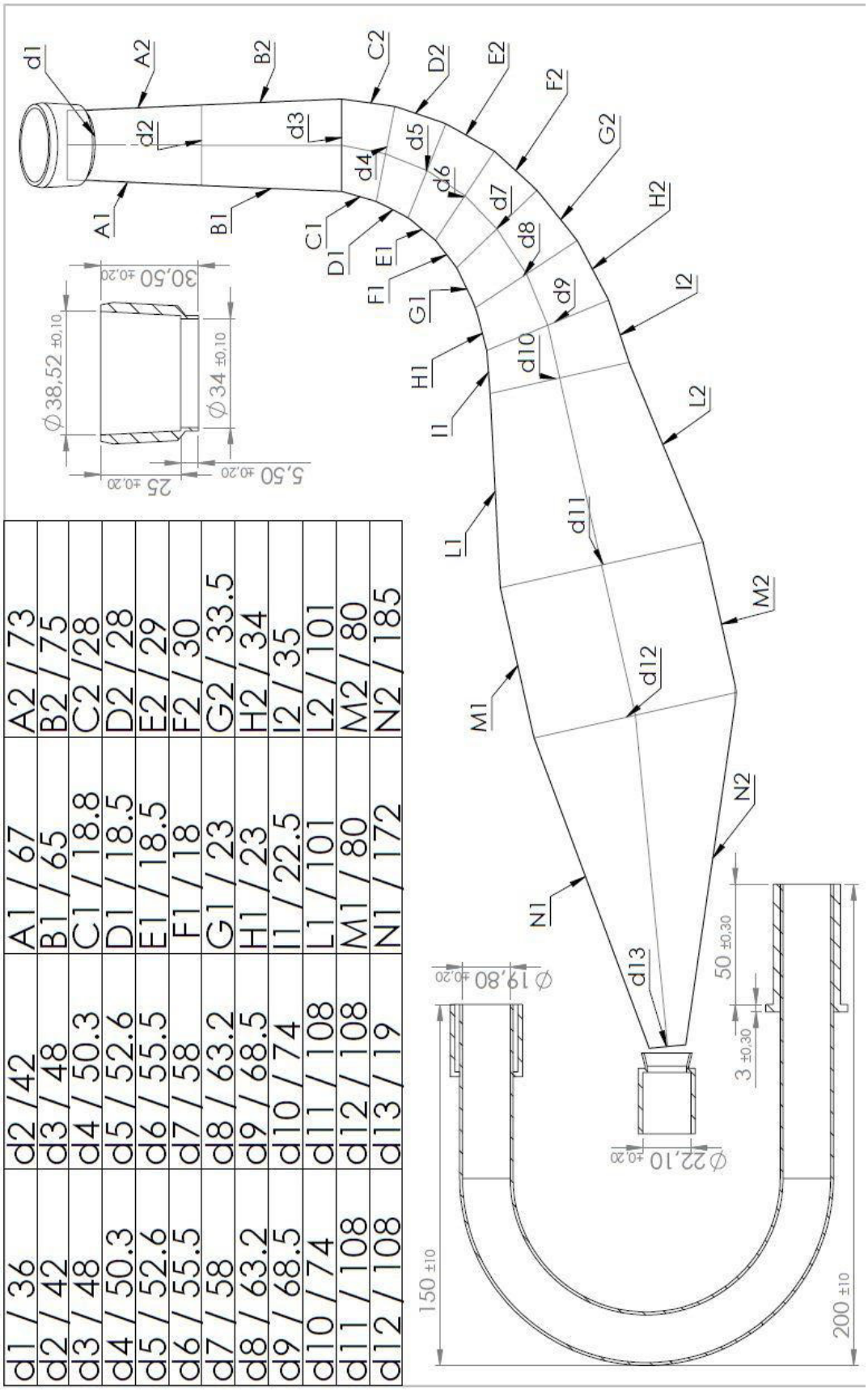
Rapportature cambio	*Gearbox ratios*

Marcia	Albero primario	Albero secondario	Lettura angolare dopo 3 giri di albero motore
Gear	*Primary shaft*	*Secondary shaft*	*Reading of values obtained after three engine revs*
1ère/1st	**13**	**35**	**118°**
2e/2nd	**16**	**29**	**170°**
3e/3rd	**16**	**24**	**207°**
4e/4th	**18**	**22**	**253°**
5e/5th	**22**	**23**	**296°**
6e/6th	**27**	**25**	**333°**

FOTO MARMITTA	PHOTOS OF THE EXHAUST
	

L8JR

DISEGNO MARMITTA	***EXHAUST DRAWINGS***
Contiene tutte le misure realative alla costruzione della marmitta	*Including all the information necessary to build this exhaust.*



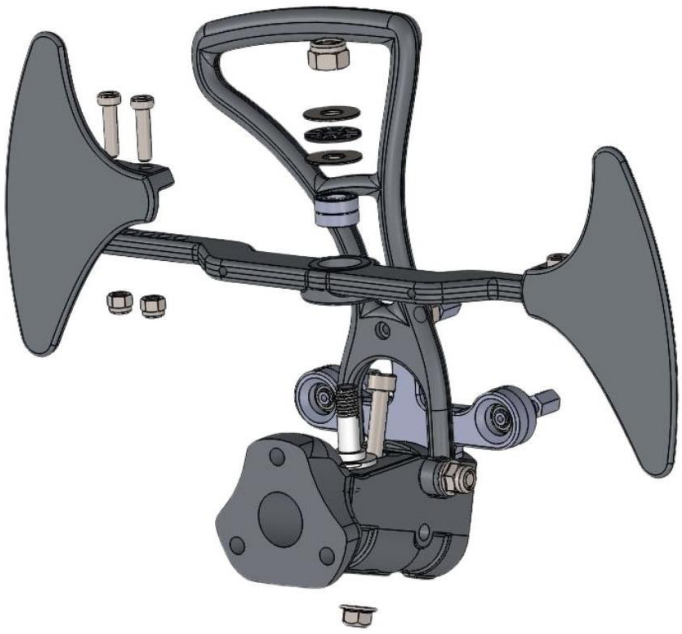
d1 / 36	d2 /42	A1 / 67	A2 / 73
d2 / 42	d3 / 48	B1 / 65	B2 / 75
d3 / 48	d4 / 50.3	C1 / 18.8	C2 /28
d4 / 50.3	d5 / 52.6	D1 / 18.5	D2 / 28
d5 / 52.6	d6 / 55.5	E1 / 18.5	E2 / 29
d6 / 55.5	d7 / 58	F1 / 18	F2 / 30
d7 / 58	d8 / 63.2	G1 / 23	G2 / 33.5
d8 / 63.2	d9 / 68.5	H1 / 23	H2 / 34
d9 / 68.5	d10 / 74	I1 / 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

L8JR

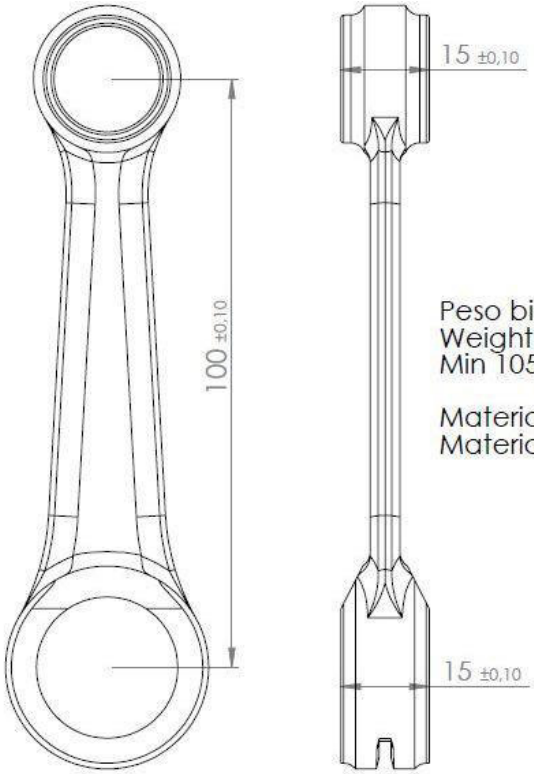
FOTO SISTEMA ACCENSIONE	*PHOTO IGNITION SISTEM*

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

FOTO ASSIEME SISTEMA GEAR PADDLE	*PHOTO GEAR PADDLE KIT*



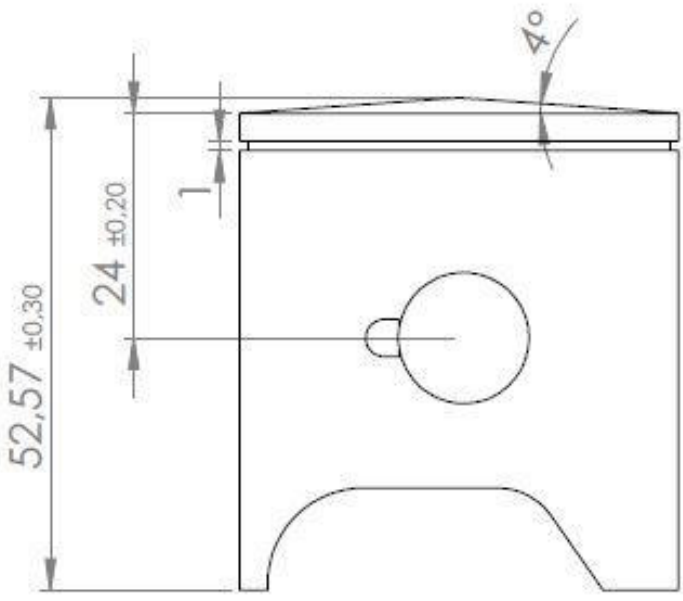
DISEGNO BIELLA	*DRAWING OF CONNECTION ROD*



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

Materiale: Acciaio
Material: Steel

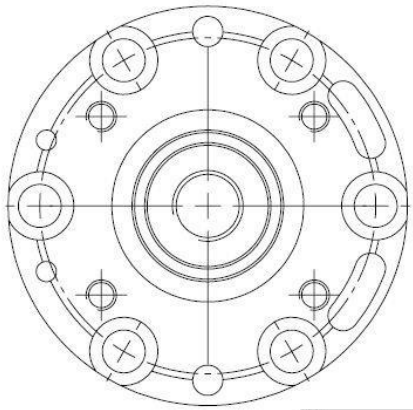
DISEGNO PISTONE	*DRAWING OF* PISTON

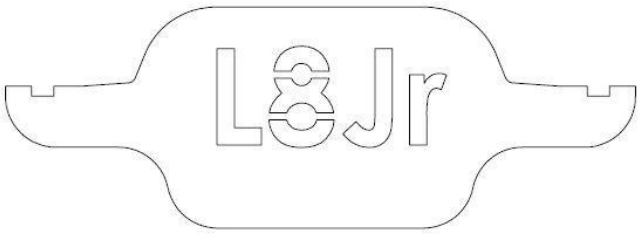


Peso pistone nudo: Gr.86 +/-5
Weight only piston: Gr.86 +/-5

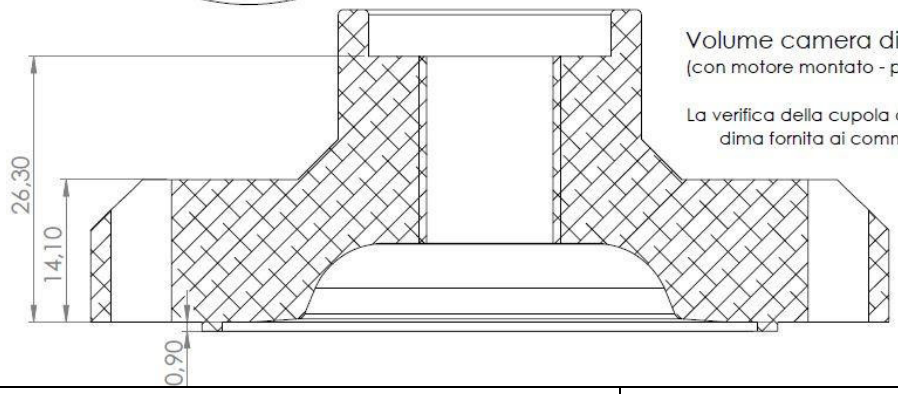
Materiale pistone: Alluminio
Material piston: Allumimiun

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