

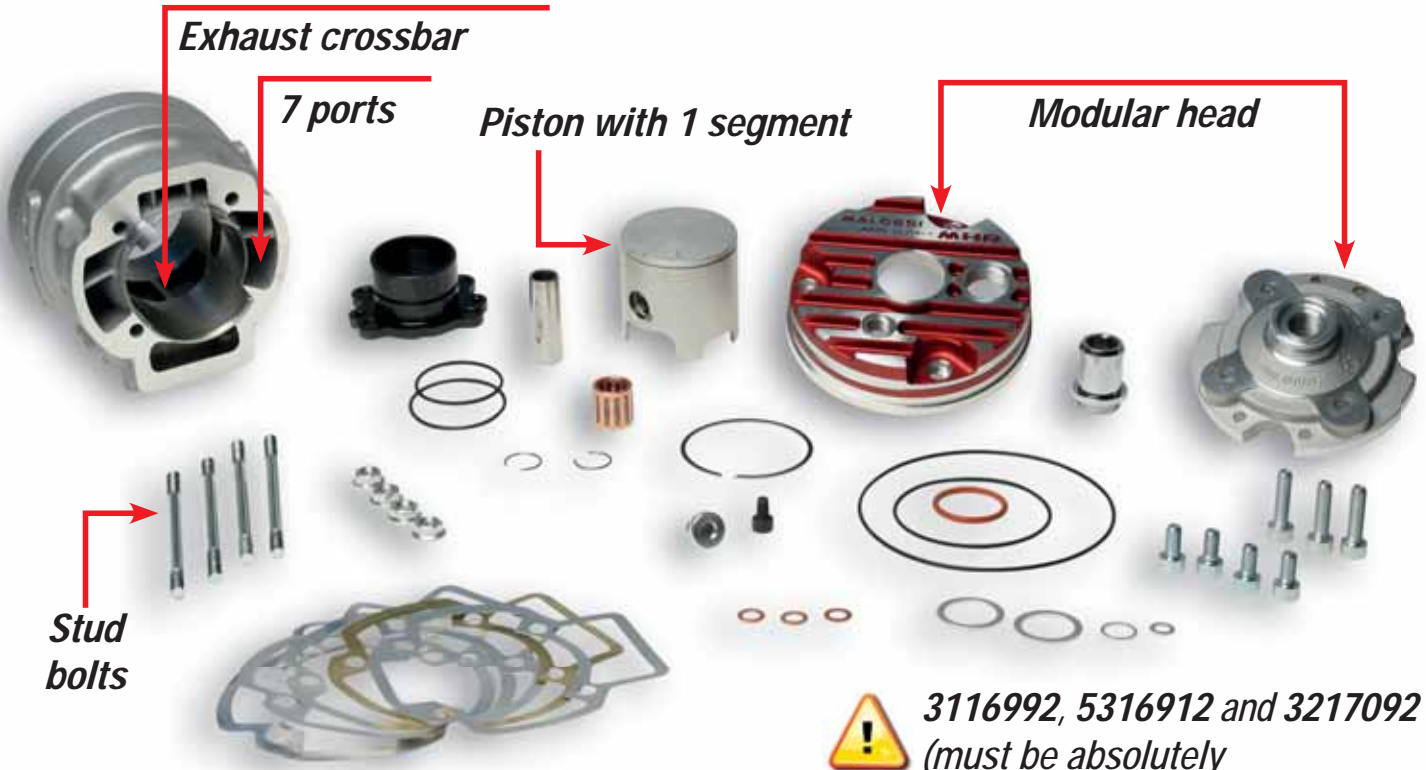
NEW



MHR
MALOSSI HYPER RACING

Cylinder Kit Ø 52 Big Bore Testa rossa 90 cc

3116992 € 430.00
DRR Drx 90 2t LC



Exhaust crossbar

7 ports

Piston with 1 segment

Modular head

Stud bolts



3116992, 5316912 and 3217092
(must be absolutely assembled together)

MHR TEAM CRANKSHAFTS RHQ Pin Ø 13 rod 90 (stroke 42,3 mm) **5316912 € 465.00**



QUAD Racing MHR TESTA ROSSA exhaust system

NEW
3217092 € 398.82

DRR Drx 90 2t LC

NEW



MHR

MALOSSI HYPER RACING

Use	Racing
Power range Ø 52	24-27 cv @13.000 rpm
Level of compatible elaboration	Shaft connecting rod 90 stroke 42,3
	 <p>QUAD Racing MHR TESTA ROSSA exhaust system</p>
	 <p>Carburettor Ø 28 mm</p>
	 <p>system trasmission OVER RANGE MHR furia rossa</p>
	 <p>Pump casing boring</p>

BIG BORE Testa Rossa 90 cc

The new generation BIG BORE engine. Stud bolts, only for liquid-cooled scooters. (7 ports and exhaust crossbar - piston with 1 segment - modular head - required boring of original case or C-One Malossi case - engine shaft with connecting rod different from the original).

Deriving directly from **seven port** technology, which animates the revolutionary Flanged Mount, BIG BORE Testa Rossa cylinders represent the latest success achieved thanks to the efforts and studies that Malossi has continued to devote to engines intended for original Piaggio and Yamaha cases and, with their unprecedented **capacity of 90 cc**, they allow the BIG BORE family to make a significant leap forward.

Externally almost indistinguishable from their flanged counterparts, BIG BORE Testa Rossa cylinders feature a **stud bolt framework compatible both with original engines and with the C-One Malossi case**. Even inside they are totally similar to Flanged Mounts, thanks to the renowned configuration with seven ports and dual exhaust port, with the only difference given by the limits set by the inner passage of the bolts that affects the size and development of the exhaust.

The **head** is once again modular, with new internal profiles specifically designed to increase the torque and feeling of the engine, now much brighter and even more progressive. The **head cover is made of forged aluminium, red anodized and lathed in high precision CNC machines**.

Technical features

CYLINDER KIT	COOLING	TIMING SYSTEM	MATERIAL	BORE mm	STROKE mm	CAPACITY mm	ADVANCE	PISTON RING CLEARANCE mm	SQUISH	COMPRESSION RATIO	SPARK PLUG
3116992	H ₂ O	7 ports	Aluminium	52	42,3	89,8	16°	0,15	0,55	01:14.6	6314455.S0 IRIDIUM IW 34

Products to be used exclusively for racing in places specially designed for such activity according to the regulations of the competent sporting authorities. We accept no liability resulting from improper use.

NEW



MHR[®]

MALOSSI HYPER RACING

MHR TEAM INNER ROTOR IGNITION

5515002 € 350.00 DRR Drx 90 2t LC <- 2015

5517536 € 355.00 DRR Drx 90 2t LC 2016->

NEW

MHR Team ignition is a great innovation!!!

Manages multiple maps simultaneously without having to resort to a hand-held device, with just a simple click. Ability to shift the selected map by moving the OFFSET ($\pm 2^\circ$).

The inner rotor ignition systems designed by Malossi are based on the state-of-the-art technology applied to racing. Such a new system resulted from the need to overcome the technical limitations imposed by conventional flywheel ignition, which cannot ensure consistent performance over 10,000 rpm and causes severe setting-up problems for racing vehicles.

We dramatically modified the control unit to create two new Inner Rotor Ignitions: MHR and MHR Team.

We made the control unit even more immune to interferences developing an uP STM8 - 8 bit microprocessor with processing speed of 20MIPS, guaranteeing spark timing with greater accuracy than prior versions!

The MHR version includes a control unit with variable spark advance timing, not adjustable.

The MHR Team includes a control unit with variable spark advance timing and with 3 trimmers:

- the first trimmer (MAPS) is for selecting the spark advance timing map
- the second trimmer (OFFSET) allows you to shift the selected map $\pm 2^\circ$
- the third trimmer (LIM) used especially for 4-stroke engines, permits you to vary the rev limit between 11.500 RPM to 14.300 RPM and also allows you to disable the rev limiter

It also features 8 preset maps described as follows:

- 2 variable spark advance maps for 4 stroke engines
- 5 variable spark advance maps for 2 stroke engines
- 1 fixed spark advance map

The installation instructions graphically illustrate the best spark advance setup for different engines.

Technical features

CDI

Control unit with variable spark advance timing and with 3 trimmers:

- trimmer MAPS: selects the spark advance timing map
- trimmer OFFSET: shifts the selected map $\pm 2^\circ$
- trimmer LIM: selects the rev limit (16 possible settings)

8 preset maps:

- 2 variable spark advance maps for 4 stroke engines
- 5 variable spark advance maps for 2 stroke engines
- 1 fixed spark advance map

- System based on a uP STM8 - 8 bit microprocessor with a processing speed of 20MIPS (Million Instructions Per Second).
- Reduced processing time, improved spark advance precision and stability.
- Hardware architecture with improved immunity to interferences.
- Temperature class 105°C cable.
- Compensation for flywheel fitting error of $\pm 2^\circ$ with 0.5° increments via an external trimmer
- 8 spark advance tables selectable via an external trimmer
- Vector spark advance tables comprised of 24 breakpoints with linear interpolation.
- Adjustable rev limit via an external trimmer with 16 settings.
- Soft cut feature insures a gradual rev limit cut-off.
- 15 settings to adjust the rev limit between 11,500 RPM and 14,300 RPM with 200 RPM increments plus a setting to disable the rev limiter.

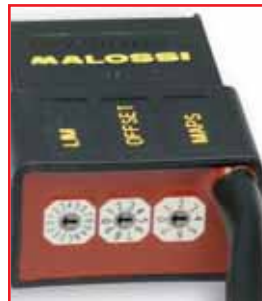
High voltage coil

- Capacitive discharge
- Ultra high efficiency
- Constant 30,000 V discharge voltage up to 20,000 rpm

Rotor-stator unit

- Small (\varnothing 58 mm) and light inner rotor
- Permanent magnet rotor ensuring excellent performance
- Unprecedented efficiency with minimum weight

WARNING : with this kind of ignition the lighting set is disconnected.



ATTENTION : The control unit has an adjustable RPM limit function to prevent engine damage. Rotating the trimmer with a screwdriver will adjust the rpm limit between a range of 11,500 to 14,300, or exclude the limit function altogether. Every click corresponds to 200 RPMs.

Arrow position	RPM
0	11.500
E	14.300
F	Limiter switched off

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