

NEW



MHR
MALOSI HYPER RACING

MULTIVAR 2000 MHR Next

5118055 € 188.49

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)

For an even better performance we suggest you to combine the variator with the new:

X Kevlar Belt MHR 6116011 € 143,23

5118054 € 188.49

YAMAHA T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)

For an even better performance we suggest you to combine the variator with the new:

X Kevlar Belt MHR 6118071 € 143,23



The variator has been improved to renew the transmission system as well as to exploit its extraordinary technical features: so we have come out with **Multivar MHR Next**. This new variator is the evolution of the previous generations, born from the very experience drawn from race tracks and from modern Cad-Cam technology; it allows to achieve the highest performance results.

The **mobile half-pulley** is the component characterising the entire system and for this reason is subject to constant evolution. Designed with a larger diameter than the original, it allows a significantly higher increase in the transmission ratio with respect to the original pulley.

Advanced Computer-Aided Engineering (CAE) systems have allowed our technicians to analyse the movements of the entire vehicle while running, in order to further optimise the geometry of the pulley and avoid collisions even in the most critical conditions of use. The new stiffening ribs, designed to lighten the less critical areas, allows reduced inertia and consequently less engine power dissipation.

For high-impact visual appeal, the MALOSI and MULTIVAR logos have been subjected to a diamond-cutting process.

Technical specifications

- Further widened gear range (especially short gear)
- Improved shifting consistency
- Hard anodized - black
- Modified roller guides to allow greater operational linearity while maintaining maximum power
- Case-hardened and ground machined steel sliding bushing
- Hardened, ground machined, chromed steel hub
- New one-piece rollers with a better performing compound
- Supplied with two different roller sets and two shims in order to change the number of revolutions of the gear curve of your vehicle perfectly adjusting its speed and acceleration

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

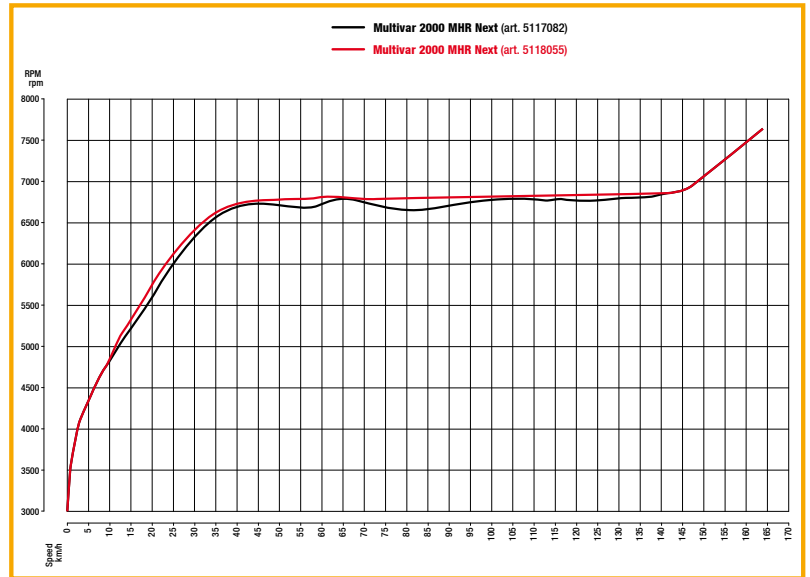


MHR

MALOSSI HYPER RACING

As you can see from the gear curve, our technicians concentrated on further widening the gear range, especially the short gear, thus achieving more acceleration and pick-up as well as improving consistency in shifting. The number of revolutions instead remains nearly unvaried during the whole shifting.

We have even done better: the clearance between hub and bushing was further reduced and surface roughness minimized, in order to create a really incomparable variator!



OVER RANGE

6118485 € 494.00

YAMAHA

T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)

6118154 € 494.00

YAMAHA

T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



Thus, the Over Range is renewed as well: new variator!

This new system is based on **Multivar MHR Next**, which – matched with the other parts - allows to achieve really unique performances!

The **torque driver** (movable pulley) has a larger diameter compared to the original one and the very latest specifications, allowing to have a greater velocity-ratio range compared to the original pulley.

Malossi engineers have also taken particular care in realising this pulley right down to the smallest detail, using special materials and a particular type of thermochemical treatment that ensures exceptional surface hardness and therefore excellent wear and abrasion resistance.

The **fixed half-pulley** completes the OVER RANGE: this component features a diamond finish of the belt-side pulley surface and a redesigned working angle to further increase the gearing range.

The whole completion of OVER RANGE system is given by the **torsion controller**.