



31 4260 CYLINDER COMPLET
Ø 44,5 aluminium

art. 31 4260 HONDA Mtx 50cc

FEATURES

44.5 mm bore; contraction ratio: 1: 10.5.

Cylinder in chromium-plated aluminium with 6 ports and C.V.F.-patented timing system; side-open piston that allows for cyclic scavenging of hot gases under the crown.

Minimum spread of energy, reduction of surfaces subject to friction and of reciprocating-motion masses.

TO OBTAIN THE ABOVE-MENTIONED PERFORMANCES, THE ENGINE MUST BE IN GOOD CONDITIONS.

Before engine lockup, wash the inner and outer components, comprising the new parts, with petrol and then dry them with compressed air. Lubricate the connecting rod, the needle cage and the cylinder liner with engine oil.

ASSEMBLY SEQUENCE AND ENGINE TUNING

Position the piston so that the gudgeon pin fits easily in the needle cage; once the gudgeon pin is assembled, carefully position the gudgeon pin's snap rings. Check that the ring is perfectly inserted in its seat and is centred with respect to the ring peg.

Make the piston run in the cylinder and ensure that it is perfectly positioned; insert the original head and tighten crosswise to 1.1 kgm.

CARBURETTOR KIT

Assemble the Malossi carburettor kit ref. 0716010703 (with PHBG 20 carburettor) specially set for conversion; connect the reed valve seat to the induction manifold taking as a reference the respective gasket profile. Then, assemble the original reed valve.

In case you wish to let the original carburettor, replace the main jet with the Dellorto jet with a Ø of 98, supplied in the kit.

LUBRICATION PUMP

In order not to cause irreparable damage to the kit, the lubrication pump must be perfectly calibrated to the higher delivery by the tension register of the control cable.

AIR FILTER

Remove the filtering element located in the last part of the air intake tube; make a new hole on the tube itself, near the already existing one and with the same dimensions.

SPARK LEAD

Keep the original angle of lead.

PINION

Replace the original pinion with the 16-tooth pinion supplied in the conversion kit.

EXHAUST SYSTEM

To obtain the best results, it is necessary to assemble the Malossi exhaust system.

BREAKING-IN

It is advised to use a BOSCH 240 T1 spark plug (or one with an equivalent heat rating) for the first 250 km, not to exceed 40 km/h and to avoid long uphill courses.

Between 250 and 500 km, do not exceed 60 km/h and avoid long courses with the engine always under stress.

After 500 km, the engine has completed the first breaking-in phase, it is then possible to obtain the acce-

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leration and speed performances granted by the conversion.
After breaking-in, go on using a BOSCH 240 T1 spark plug (or one with an equivalent heat rating).

WARNINGS

In order not to damage the kit, you must comply with the following points:

- 1) The main jet assembled on the carburettor kit has a mean value; during the cold season, it is recommended to increase it of 3 or 5 points.
- 2) Before start, make the engine run for a few seconds in order to correctly heat it (according to the external temperature), making it perform roughly 1000-1500 revolutions; anyhow, avoid brutal accelerations. (To ensure long life of the engine, the best performances should be requested only when it is correctly warmed up).

WARRANTY

Malossi warrants that the kit components shall be free from manufacturing defects. Any parts considered to be defective can be returned to us (carriage free) only with our prior authorisation. The warranty is only provided for parts bearing the Malossi trademark and does not cover damages due to tightening.

With the congratulations of Malossi

Note: this conversion is designed only for races on locations reserved for this purpose.
We decline any and all responsibility originating from illegitimate use on public roads.

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