125cc SUPER ROK

SCHEDA D'IDENTIFICAZIONE **IDENTIFICATION SHEET** **FICHE D'IDENTIFICATION**

La presente scheda di identificazione riproduce descrizioni, illustrazioni e dimensioni del motore SUPER ROK per l'utilizzo nella ROK CUP SERIES riconosciuta dalla CIK FIA.
This Identification Sheet reproduces descriptions, illustrations and dimensions of the SUPER ROK engine to be used in the ROK CUP SERIES recognised by the CIK FIA.
La présente Fiche d'Identification reproduit descriptions, illustrations et dimensions du moteur SUPER ROK utilisé dans la ROK CUP SERIES reconnue par la CIK FIA.

CARATTERISTICHE TECNICHE TECHNICAL FEATURES CARACTERISTIQUES

MOTORE MONOCILINDRICO A DUE TEMPI
SINGLE-CYLINDER TWO STROKE ENGINE
MOTEUR MONOCILINDRIQUE A DEUX TEMPS

RAFFREDDAMENTO AD ACQUA CON POMPA
WATER COOLING SYSTEM WITH PUMP
REFROIDISSEMENT A EAU AVEC POMPE

FRIZIONE CENTRIFUGA
CENTRIFUGAL CLUTCH
EMBRAYAGE CENTRIFUGE

ACCENSIONE DIGITALE PVL
PVL DIGITAL IGNITION
ALLUMAGE DIGITALE PVL

AMMISSIONE LAMELLARE NEL CARTER
REED VALVE ADMISSION IN THE CRANKCASE
ADMISSION A CLAPETS DANS LE CARTER

AVVIAMENTO ELETTRICO
ELECTRIC STARTER
DEMARREUR ELECTRIQUE

CONTRALBERO D'EQUILIBRATURA
BALANCER SHAFT
ARBRE D'EQUILIBRAGE

VALVOLA PARZIALIZZATRICE PNEUMATICA
PNEUMATIC POWER VALVE
VALVE DE PUISSANCE PNEUMATIQUE

125cc SUPER ROK

IMPORTANTE – IMPORTANT – IMPORTANT

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX.
ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX.
TOUTES LES PARTS DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX.

OGNI AGGIUNTA O ASPORTAZIONE (raccordatura, lucidatura, ecc.) DI MATERIALE RISPETTO AI PEZZI ORIGINALI E' PROIBITA
EVERY MATERIAL ADDING OR REMOVAL (mashining, burnishing, etc.) FROM ORIGINAL COMPONENTS IS FORBIDDEN
CHAQUE AJOUTES OU ENLEVEMENT (usinage, polissage, ecc.) DES MATERIAUX PAR RAPORT AUX PIECES ORIGINAUX EST INTERDITE

ALESAGGIO ORIGINALE	ORIGINAL BORE	ALESAGE D'ORIGINE	54.07 mm
ALESAGGIO MASSIMO	MAX ALLOWED BORE	ALESAGE MAXIMUM	54.28 mm
CORSA	STROKE	COURSE	54±0.2 mm
CILINDRATA ORIGINALE	ORIGINAL DISPLACEMENT	CAPACITE' D'ORIGINE	123.99 cc
INTERASSE FORI BIELLA	CONROD HOLES INTERAXLE	ENTRAXE DE LA BIELLE	102±0.2 mm

SVILUPPO DEL CILINDRO — CYLINDER DEVELOPEMENT — DEVELOPPEMENT DU CYLINDRE

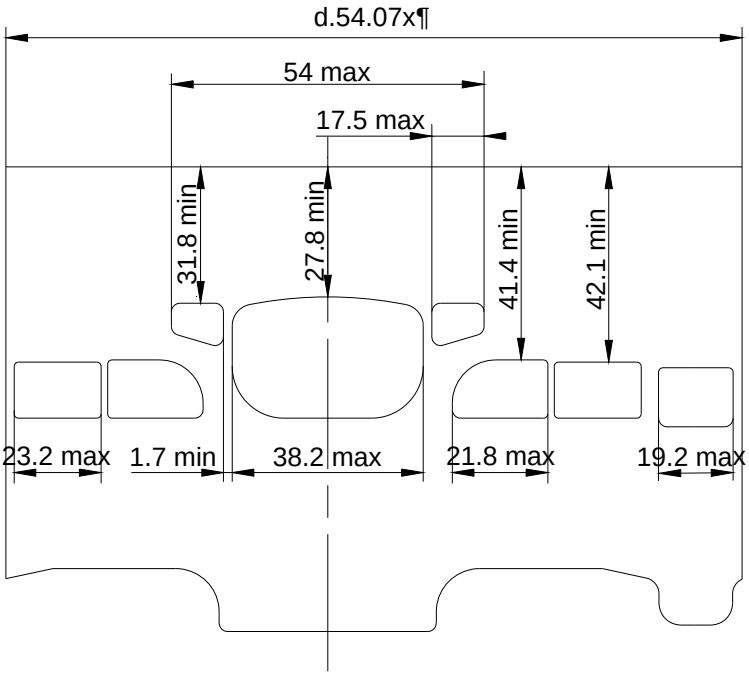
L'angolo di scarico deve essere misurato con uno spessore da 0,20 mm, avente larghezza 10 mm. Per il controllo dei booster lo spessore, sempre di 0,20 mm, deve essere a punta (come disegno di fianco)

The exhaust angular reading must be measured with a 0,20 mm thick and 10 mm wide wedge. For the booster angular reading the wedge must be sharpened to a point at one end and 0,20 mm thick. (see drawing beside).

L'angle d'échappement doit être mesuré avec une cale de 0,20 mm d'épaisseur et de 10 mm de largeur. Pour le contrôle des boosters, la cale d'épaisseur toujours de 0,20 mm doit être taillée en pointe à son extrémité (voir dessin à côté).

SCARICO	EXHAUST	ECHAPPEMENT	194° MAX
BOOSTER	BOOSTER	BOOSTER	179° MAX
TRAVASI PRINCIPALI	MAIN TRANSFERS	TRANSFERES PRINCIPALS	135° MAX
TRAVASI SECONDARI	SECONDARY TRANSFERS	TRANSFERES SECONDAIRES	131° MAX

MISURE CORDALI
CHORD READINGS
LECTURES CORDALE



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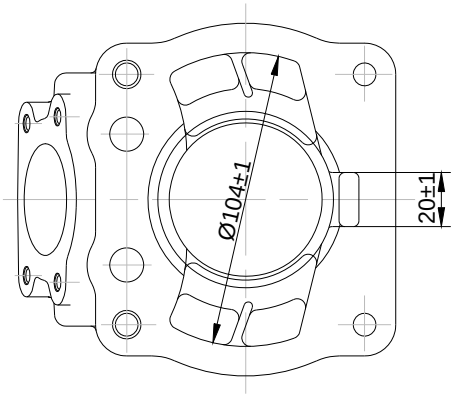
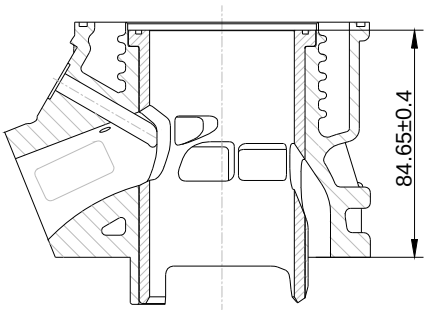
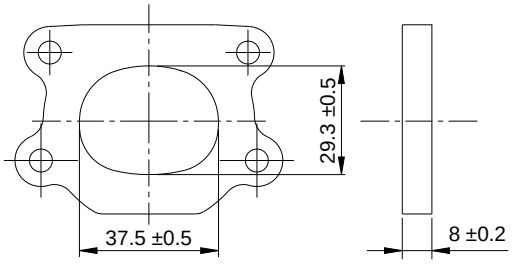
BASE CILINDRO CYLINDER BASE PIED DU CYLINDRE	SEZIONE DEL CILINDRO CYLINDER SECTION COUPE PAR SECTION DU CYLINDRE
	

BASE CILINDRO CYLINDER BASE PIED DU CYLINDRE	CONDOTTO DI SCARICO EXHAUST DUCT CONDUITE D'ECHAPPEMENT
	

DISTANZIALE SCARICO
EXAUST SPACER
ENTRETOISE D'ECHAPPEMENT



www.vortex-rok.com

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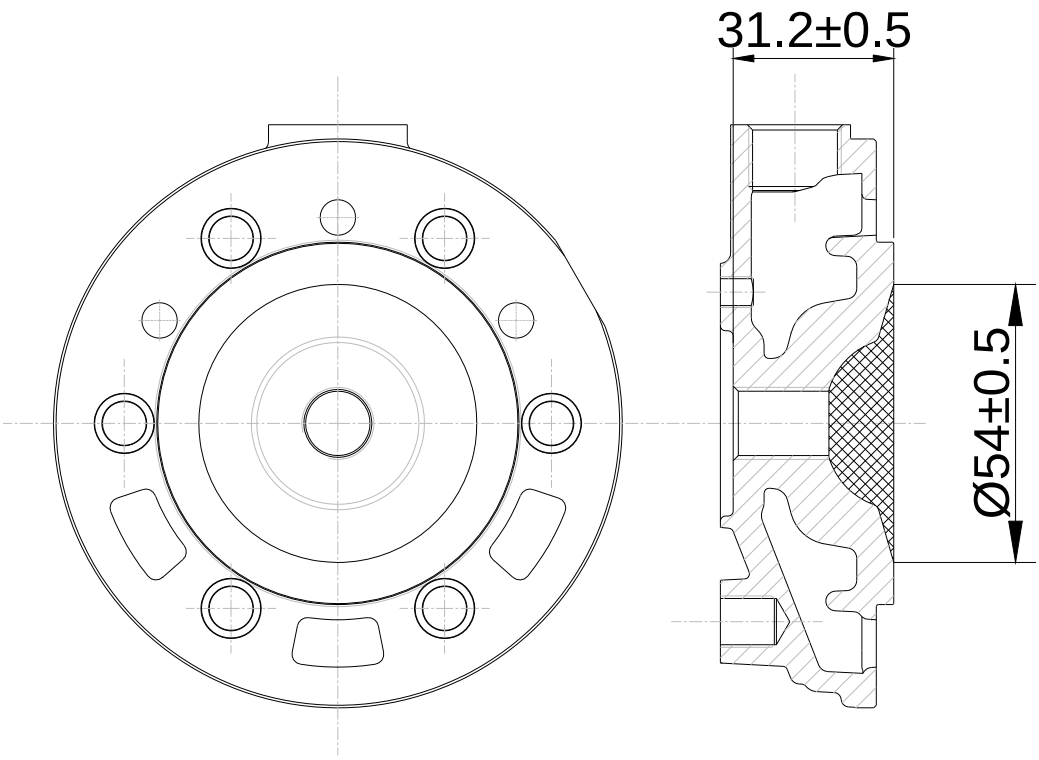
TESTA E CAMERA DI COMBUSTIONE
CYLINDERHEAD AND COMBUSTION CHAMBER
CULASSE ET CHAMBRE DE COMBUSTION

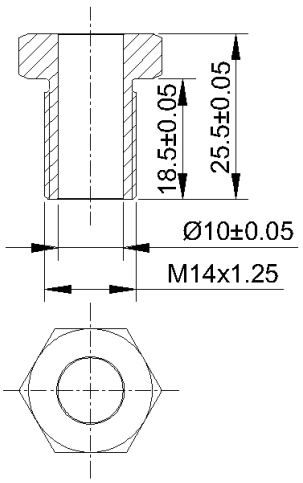
VOLUME DELLA CAMERA DI SCOPPIO : MINIMO MISURATO AL BORDO SUPERIORE DELL'INSERTO CIK/FIA

COMBUSTION CHAMBER VOLUME : MINIMUM MEASURED AT THE TOP EDGE OF THE CIK/FIA INSERT 9.5 cc MIN

VOLUME CHAMBRE DE COMBUSTION : MINIMUM MESURE' AU BORD SUPERIEUR DU INSERT CIK/FIA

SQUISH THICKNESS	SQUISH	EPESSEUR DE SQUISH	1 mm MIN





INSERTO CANDELA PER CONTROLLO VOLUME CAMERA DI COMBUSTIONE
SPARK PLUG INSERT FOR COMBUSTION CHAMBER VOLUME CHECK
INSERT DE BOUGIE POUR LE CONTROLE DU VOLUME DE LA CHAMBRE DE COMBUSTION

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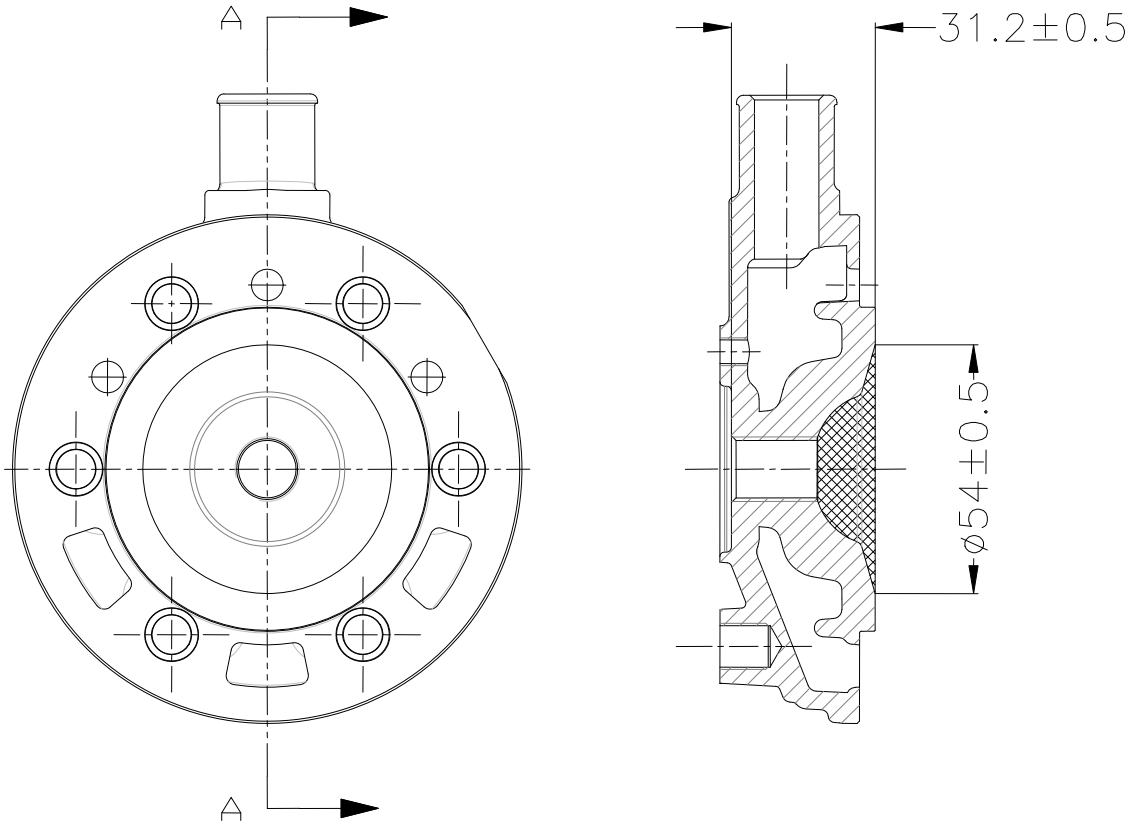
TESTA E CAMERA DI COMBUSTIONE MODELLO 2009
CYLINDERHEAD AND COMBUSTION CHAMBER 2009 MODEL
CULASSE ET CHAMBRE DE COMBUSTION DU MODEL 2009

VOLUME DELLA CAMERA DI SCOPPIO : MINIMO MISURATO AL BORDO SUPERIORE DELL'INSERTO CIK/FIA

COMBUSTION CHAMBER VOLUME : MINIMUM MEASURED AT THE TOP EDGE OF THE CIK/FIA INSERT 9.5 cc MIN

VOLUME CHAMBRE DE COMBUSTION : MINIMUM MESURE' AU BORD SUPERIEUR DU INSERT CIK/FIA

SQUISH THICKNESS SQUISH EPESSEUR DE SQUISH 1 mm MIN



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IMPORTANTE – IMPORTANT – IMPORTANT

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX.
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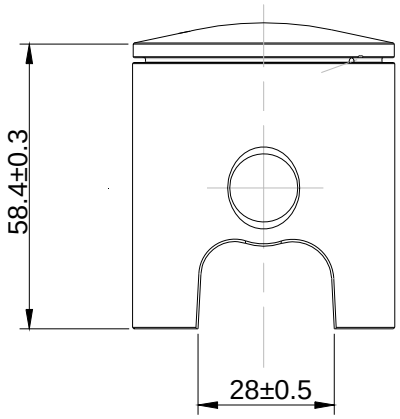
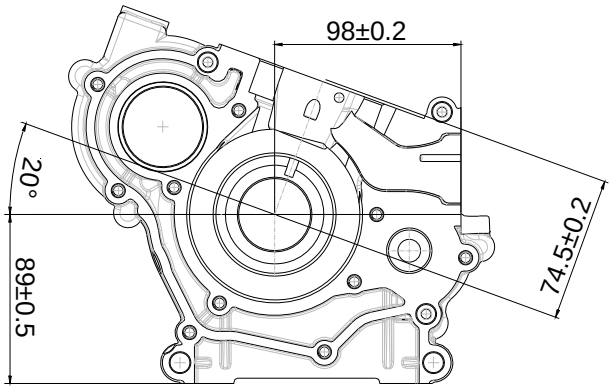
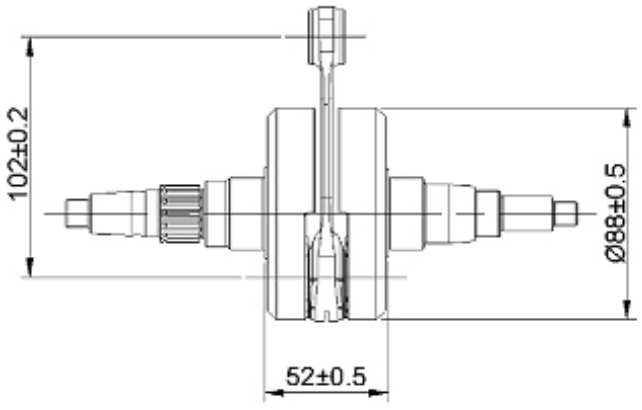
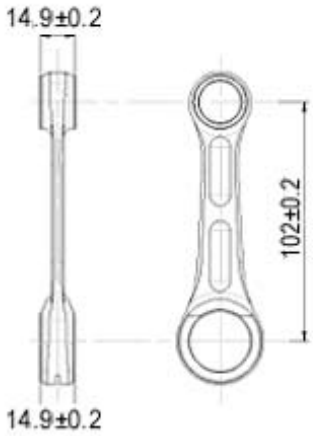
PISTONE PISTON PISTON	VISTA INTERNA DEL CARTER INTERIOR VIEW OF THE CRANKCASE VUE DE LA PARTIE INTERIEURE DU CARTER
	
PESO WEIGHT POID **125g / ±5g**	

ALBERO MOTORE CRANKSHAFT VILEBREQUIN	BIELLA CONROD BIELLE
	
PESO COMPLETO COMPLETE WEIGHT POID COMPLETE **2.172g / ±20g**	PESO WEIGHT POID **128g / ±5g**

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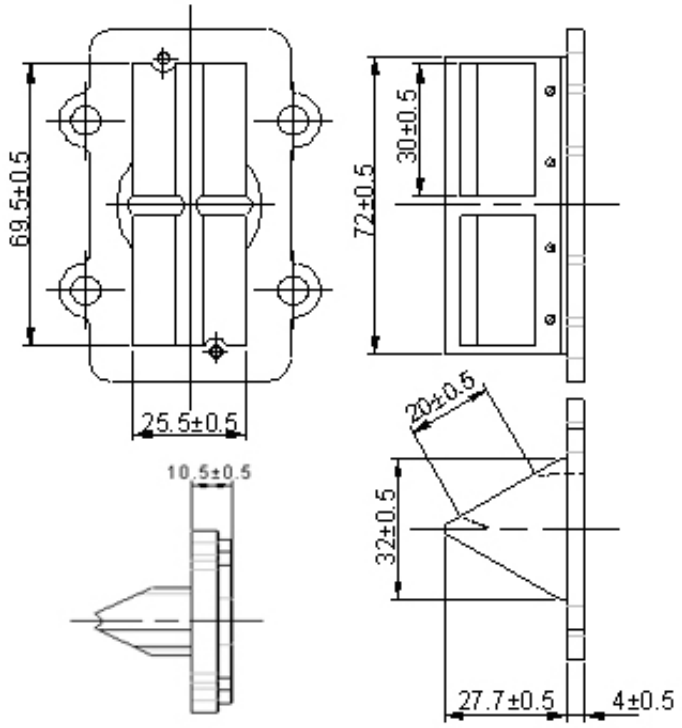
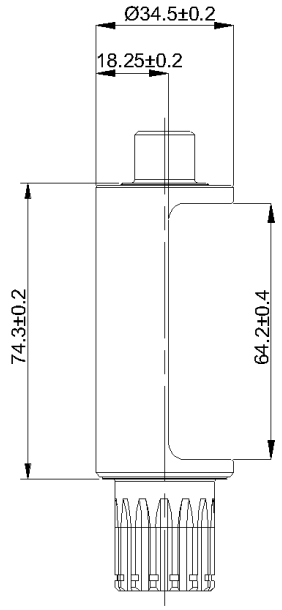
PACCO LAMELLARE E CONVOGLIATORE
REED BLOCK AND CONVEYOR
PYRAMIDE CLAPETS ET CONVOYEUR



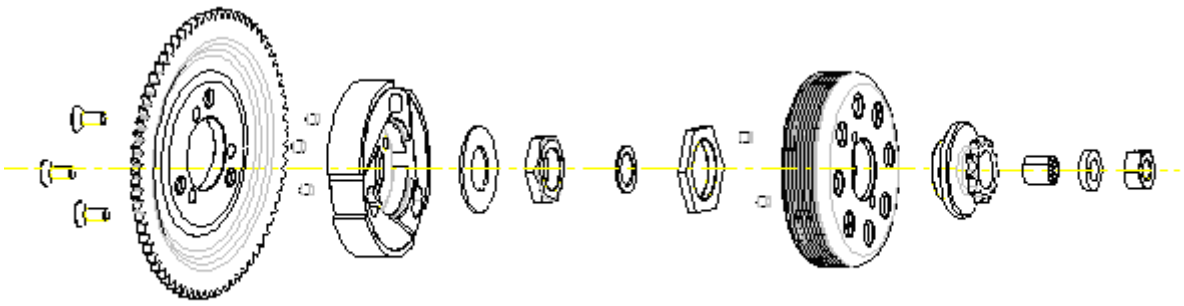
CONTRALBERO D'EQUILIBRATURA
BALANCER SHAFT
ARBRE D'EQUILIBRAGE



PESO WEIGHT POID

435g / ±10g

DESCRIZIONE DELLA FRIZIONE E RAPPRESENTAZIONE DELLE PARTI
CLUTCH DESCRIPTION AND PARTS SKETCH
DESCRIPTION DE L'EMBRAYAGE ET ESQUISSE DES PIECES



NUMERO TOTALE DI PARTI: TOTAL PARTS NUMBER: NUMERO TOTALE DES PIECES:	19
PESO MINIMO DELLA FRIZIONE COMPLETA MINIMUM WEIGHT OF THE COMPLETE CLUTCH: POIDS MINIMUM DE L'EMBRAYAGE COMPLETE:	960g
REGIME DI ATTACCO (MASSIMO) VERIFICABILE IN OGNI MOMENTO DELLA MANIFESTAZIONE ENGAGEMENT SPEED (MAXIMUM) CAN BE VERIFIED IN EVERY MOMENT OF THE EVENT VITESSE DE ENTRAINEMENT (MAXIMUM) VERIFIABLE DANS TOUS LES MOMENTS DE LA MANIFESTATION :	5000 RPM

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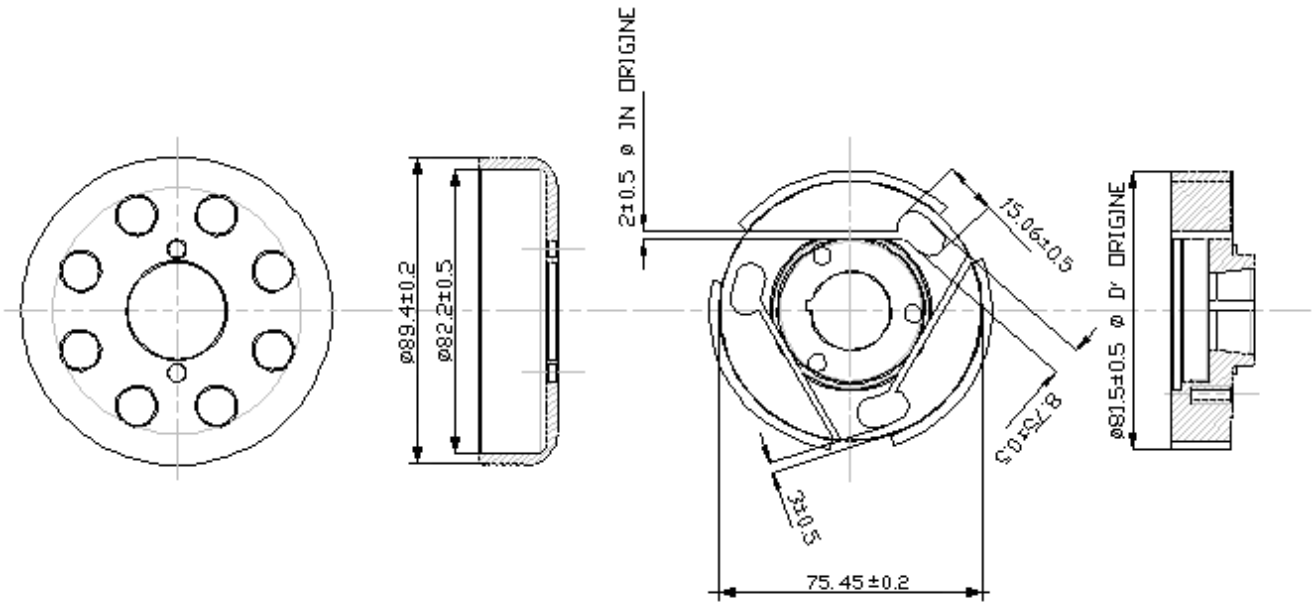
CAMPANA FRIZIONE / ROTORE FRIZIONE / INGRANAGGIO
CLUTCH HOUSING / CLUTCH ROTOR / GEAR
CHAPE EMBRAYAGE / ROTOR EMBRAYAGE / ENGRANAGE



PESO DEL ROTORE FRIZIONE CON SPINE DI FISSAGGIO
WEIGHT OF CLUTCH ROTOR WITH FIXING PIN
POIS DU ROTOR EMBRAYAGE AVEC EPINE DE FIXATION : 408g +/- 15g

COLLETTORE D' ASPIRAZIONE
INTAKE MANIFOLD
COLLECTEUR D' ASPIRATION

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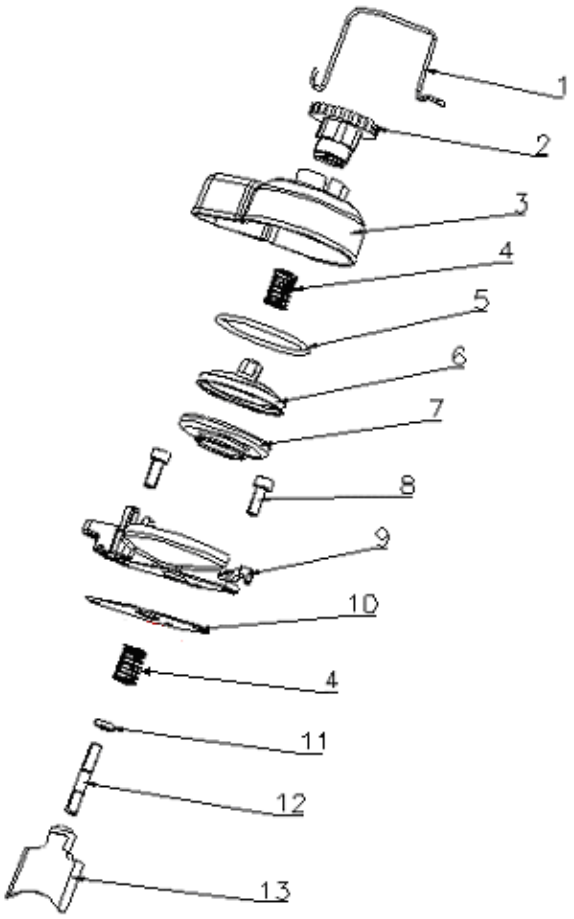
VALVOLA PARZIALIZZATRICE PNEUMATICA MOD 2009 CON DOPPIA MOLLA DI COMPRESSIONE
PNEUMATIC POWER VALVE MOD 2009 WITH DOUBLE COMPRESSION SPRING
VALVE DE PUISSANCE PNEUMATIQUE MOD 2009 AVEC DOUBLE RESSORT COMPRESSION



1- FERMO VALVOLA
SPRING CUP
ARRET VALVE

2- VITE REGISTRO
ADJUSTMENT SCREW
VIS REGISTRE

3- COPERCHIO VALVOLA
VALVE COVER
CHAPE VALVE

4- DOPPIA MOLLA COMPRESSIONE
DOUBLE COMPRESSION SPRING
DOUBLE RESSORT COMPRESSION

5- MOLLA TENUTA
HOSE SPRING
RESSORT TENUE

6- PISTONCINO VALVOLA SCARICO
EXHAUST VALVE PISTON
PISTON VALVE ECHAP.

7- POLMONE
BELLOWS
POUMON

8- VITE
SCREW
VIS

9- ALLOGGIO VALVOLA
VALVE HOUSING
SIEGE VALVE

10- GUARNIZIONE
GASKET
JOINT

11- O-RING
O-RING
O-RING

12- PRIGIONIERO
STUD
GOUJON

13- VALVOLA SCARICO
EXHAUST VALVE
VALVE DE PUISSANCE

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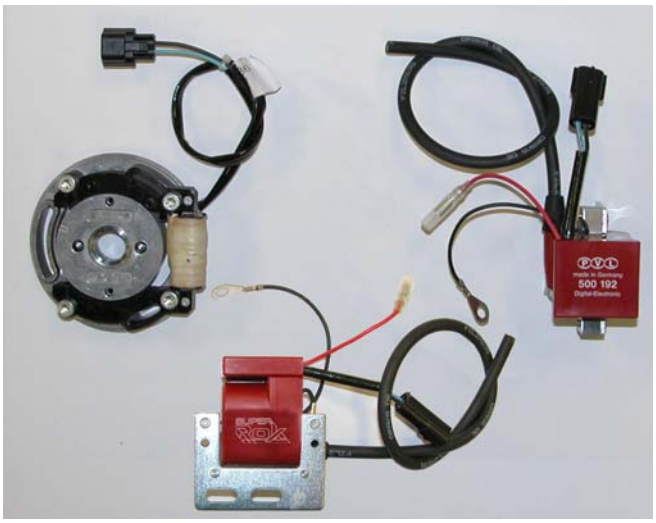
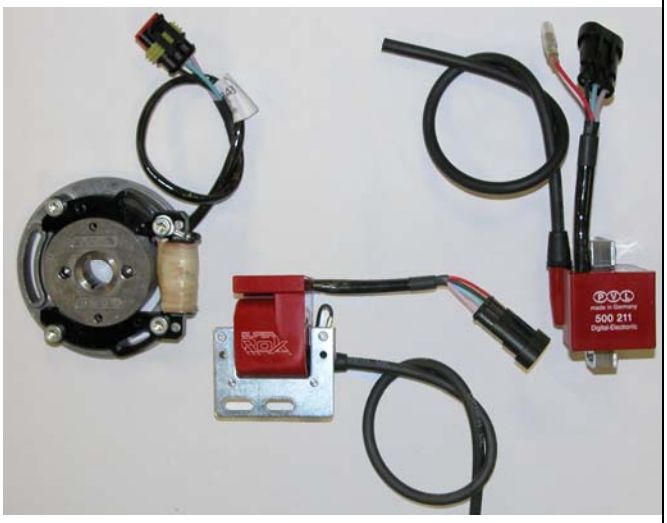
ACCENSIONE PVL 1036/980/500-192 IGNITION PVL 1036/980/500-192 ALLUMAGE PVL 1036/980/500-192	ACCENSIONE PVL 500843/500980/500211 PVL IGNITION 500843/500980/500211 ALLUMAGE PVL 500843/500980/500211
	

SARA' CONSENTITO SOLO L'UTILIZZO DI BOBINE MARCHIATE SUPER ROK,COME BEN VISIBILE NELLE FIGURE SOPRA RIPORTATE.

USE OF COILS MARKED SUPER ROK WILL BE ALLOWED, AS MENTIONED IN THE ABOVE PICTURES.

IL SERA PERMIS L'UTILISATION DES BOBINES MARQUES SUPER ROK, COMME BIEN VISIBLE DANS LES ILLUSTRATION CI-DESSUS REPORTES.

OLTRE ALL'ACCENSIONE PVL (1036/980/500-192), SARÀ CONSENTITO ANCHE L'UTILIZZO DELL'ACCENSIONE PVL 500843/500980/500211.

BESIDES PVL IGNITION (1036/980/500-192), IT WILL BE ALLOWED TO USE ALSO THE PVL IGNITION 500843/500980/500211.

OUTRE L'ALLUMAGE PVL (1036/980/500-192), ON POURRA AUSSI UTILISER L'ALLUMAGE PVL 500843/500980/500211.

COME DA ART. 2,PAR.16.7 DEL REGOLAMENTO TECNICO CIK/FIA, A DISCREZIONE DEI COMMISSARI TECNICI E' AMMESSO SCAMBIARE I SISTEMI DI ACCENSIONE DEI CONCORRENTI CON SISTEMI FORNITI DAGLI ORGANIZZATORI (DELLO STESSO MODELLO OMOLOGATO)

AS PER ART.2, PAR. 16.7 OF THE CIK/FIA TECHNICAL REGULATIONS, ON DECISION OF THE STEWARDS, IT WILL BE AUTHORISED TO INTERCHANGE ENTRANTS' IGNITION SYSTEMS FOR THE SYSTEMS SUPPLIED BY THE ORGANISERS (SAME HOMOLOGATED MODELS)

COMME DU ART.2, PAR.16.7 DU REGLEMENT TECHNIQUE CIK/FIA, SUR DECISION DES COMMISSAIRES SPORTIFS, IL SERA POSSIBLE D'INTERCHANGER L'ALLUMAGE DES CONCURRENTS CONTRE CELUI FOURNI PAR LES ORGANISATEURS (MEMES MODELES HOMOLOGUES).

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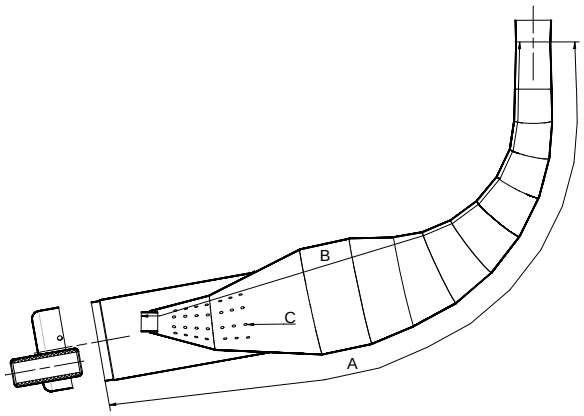
MARMITTA, SILENZIATORE E COMPONENTI
EXHAUST MUFFLER, SILENCER AND COMPONENTS
POT D'ECHAPEMENT, SILENCIEUX ET SES ELEMENTS

MISURA CORDALE ESTERNA
EXTERNAL CHORD READING
LECTURE CORDALE EXTERIORE
A=825+/-7mm

MISURA CORDALE INTERNA
INTERNAL CHORD READING
LECTURE CORDALE INTERIORE
B=655+/-7mm

NUMERO FORI
NUMBEROF HOLES
NOMBRE DES TROUS
C=56



IMPORTANTE-IMPORTANT-IMPORTANT

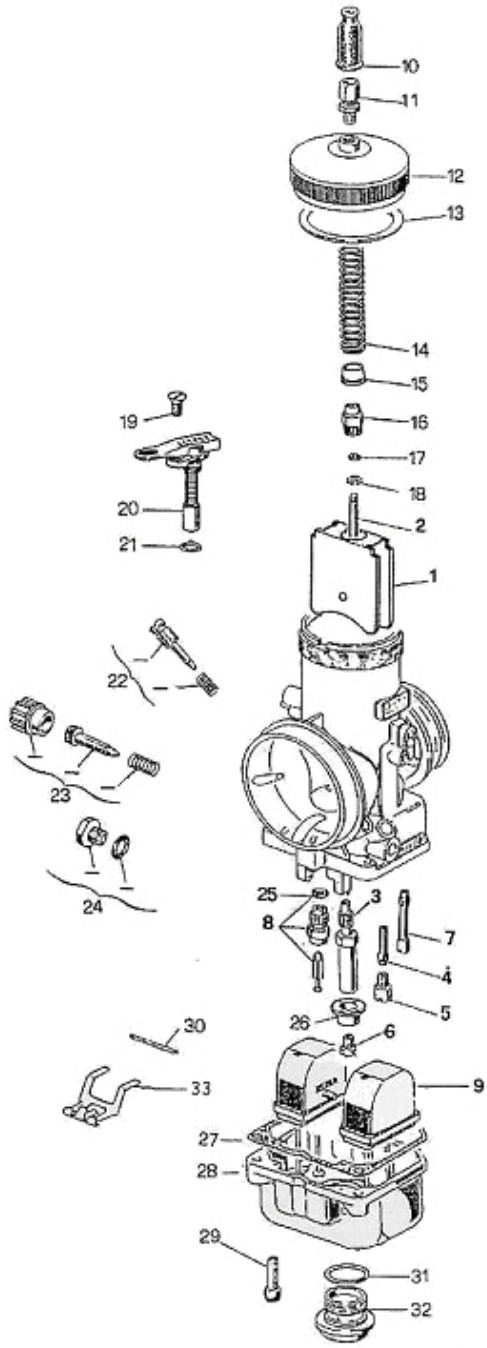
SULLA MARMITTA DEVE ESSERE PRESENTE IN SEDE DI VERIFICA IL LOGO DI RICONOSCIMENTO, SUPER ROK, SAMPATO DIRETTAMENTE DALLA DITTA PRODUTTRICE.

DURING EXAMINATION, ON THE EXHAUST IT MUST BE INDICATED THE IDENTIFICATION LOGO SUPER ROK, IMPRINTED DIRECTLY BY THE MANUFACTURER.

PENDANT LA VERIFICATION, SUR LE POT D'ECHAPPEMENT, IL DOIT ETRE PRESENT LE LOGO DE RECONNAISSANCE SUPER ROK, IMPRIME' DIRECTEMENT DE LA MAISON PRODUCTRICE.

CARBURATORE E COMPONENTI
CARBURETTOR AND COMPONENTS
CARBURATEUR ET SES ELEMENTS

DELL'ORTO VHSH 30



1. GUILLOTINE	*THROTTLE VALVE*
2. AIGUILLE	*MIXTURE NEEDLE*
3. PULVERISATEUR	*SPARY NOZZLE*
4. EMULSEUR MINIMUM	*IDLE DIFFUSER*
5. GICLEUR MINIMUM	*IDLE JET*
6. GICLEUR MAXIMUM	*HIGH SPEED JET*
7. GICLEUR DEMARRAGE	*STARTER JET*
8. POINTEAU	*NEEDLE VALVE*
9. FLOTTEUR	*FLOATER*
10. MANCHON	*CAP*
11. VIS DE TENSION	*WIRE SCREW*
12. COUVERCLE DU CORPS	*BODY COVER*
13. JOINT COUVERCLE DE CHAMBRE	*COVER GASKET*
14. RESSORT DE RAPPEL GUILLOTINE	*THROTTLE VALVE RETURN SPRING*
15. ASSIETTE GUIDE RESSORT	*SPRING GUIDE PLATE*
16. NIPPLO VALVE GAZ	*MIXTURE VALVE NIPPLE*
17. RONDELLE	*WASHER*
18. ARRET DE L'AIGUILLE	*MIXTURE NEEDLE STOP*
19. VIS DU DISPOSITIF DE DEMARRAGE	*STARTER FIXING SCREW*
20. DISPOSITIF DE DEMARRAGE	*CHOKE*
21. JOINT DISPOSITIF DEMARRAGE	*STARTER GASKET*
22. KIT VIS DE REGLAGE DE L'AIR	*KIT AIR ADJUSTMENT SCREW*
23. KIT VIS DE REGLAGE GUILLOTINE	*KIT MIXTURE VALVE ADJUSTMENT*
24. BOUCHON FILTRE A ESSENCE	*FUEL FILTER PLUG*
25. JOINT DU POINTEAU	*NEEDLE VALVE GASKET*
26. ASSIETTE	*PLATE*
27. JOINT DE LA CUVE	*FLOAT VALVE GASKET*
28. CUVE	*FLOAT CHAMBER*
29. VIS FIXAGE DE LA CUVE	*FLOAT CHAMBER SCREW*
30. AXE	*PIN*
31. JOINT DU BOUCHON DE CUVE	*FLOAT CHAMBER PLUG GASKET*
32. BOUCHON DE LA CUVE	*FLOAT CHAMBER PLUG*
33. BALANCIER	*FLOAT LEVER*

LE REGOLAZIONI DEL CARBURATORE SONO CONSENTITE PURCHE' SI UTILIZZINO SOLO PARTI ORIGINALI DELL'ORTO
THE CARBURETTOR ADJUSTMENTS ARE ALLOWED ONLY EMPLOYING ORIGINAL DELL'ORTO PARTS
LE REGLAGES DU CARBURATEUR SONT ADMIS A CONDITION QU'ON UTILISE SEULEMENT DES PARTIES ORIGINELLES DELL'ORTO

125cc SUPER ROK

KIT GETTO VARIABILE OPZIONALE
KIT HIGH SPEED JET REGULATOR OPTIONAL
KIT DU SYSTEME DE REGLAGE DE JET DE MAXIMUM OPTIONAL

DELLORTO

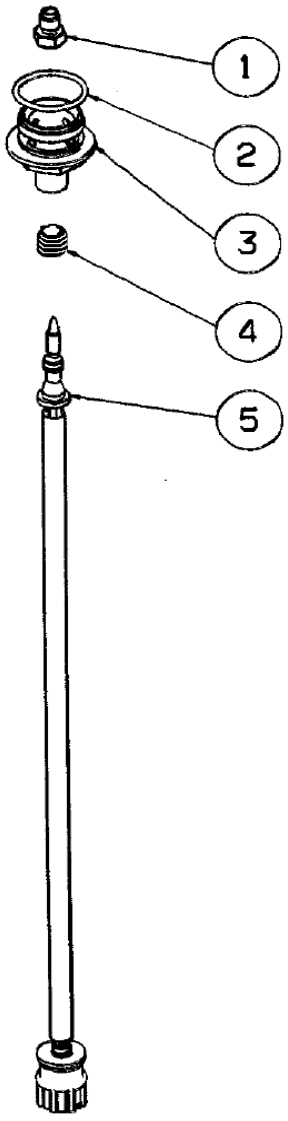


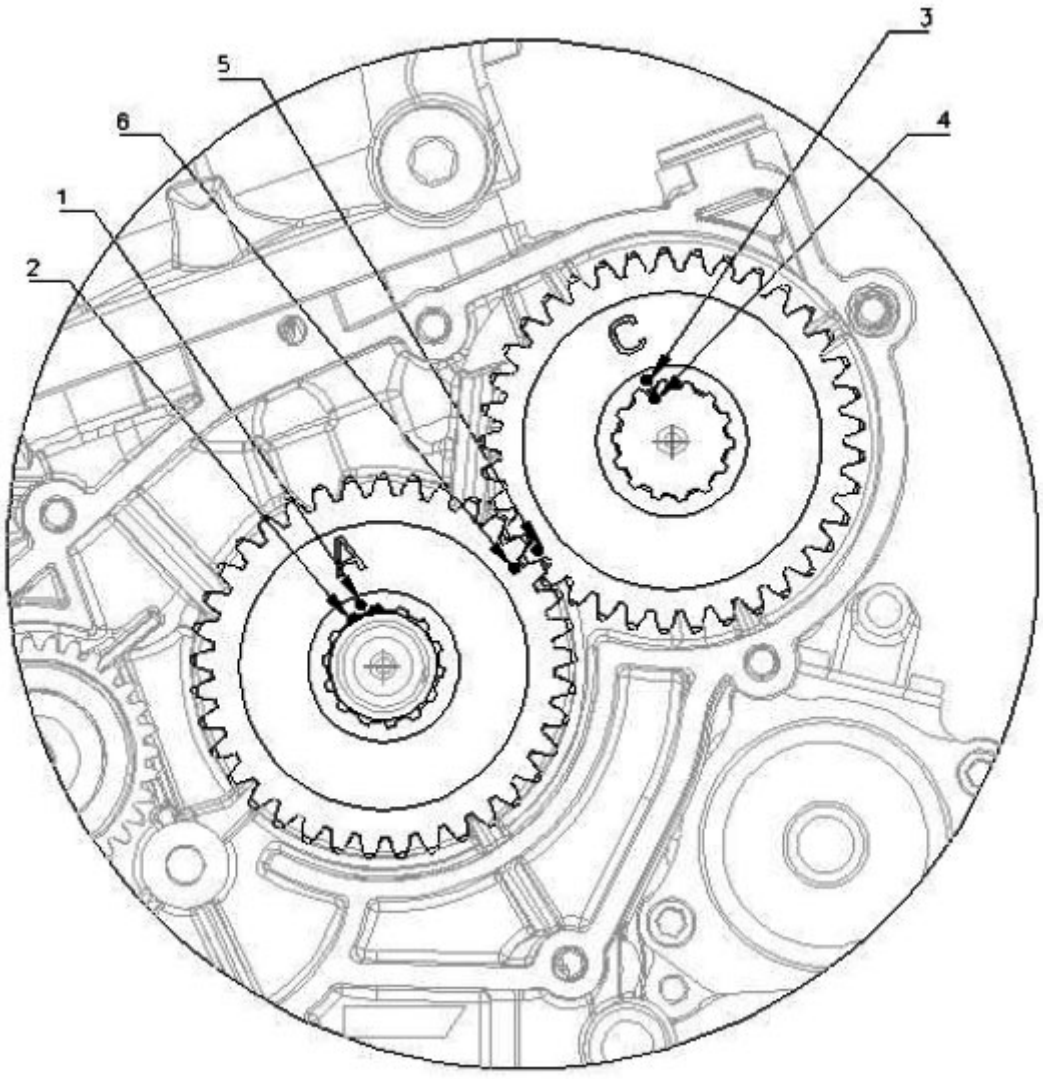
FIG.	DESCRIZIONE
1	HIGH SPEED JET GETTO MAX 200-220-250
2	FLOAT CHAMBER PLUG GASKET GUARNIZIONE TAPPO
3	FLOAT CHAMBER PLUG TAPPO VASCHETTA
4	SPRING MOLLA
5	VITE DI REGOLAZIONE REGULATION SCREW

IL GETTO VARIABILE, DISPONIBILE COME OPZIONE, PERMETTE LA RICERCA DI UNA PERFETTA CARBURAZIONE DURANTE LA GARA, AGENDO SULLA REGOLAZIONE MICROMETRICA DEL GETTO DEL MASSIMO.
THE VARIABLE JET, AVAILABLE AS OPTIONAL, ALLOWS THE RESEARCH OF A PERFECT CARBURETION DURING THE RACE, ACTING ON THE MICROMETRIC REGULATION OF THE MAIN JET.
LE JET VARIABLE, DISPONIBLE COMME OPTION, PERMET LA RECHERCHE D'UNE PARFAITE CARBURATION PENDANT LA COMPETITION, EN AGISSANT SUR LE REGLAGE MICROMETRIQUE DU JET MAXIMUM.

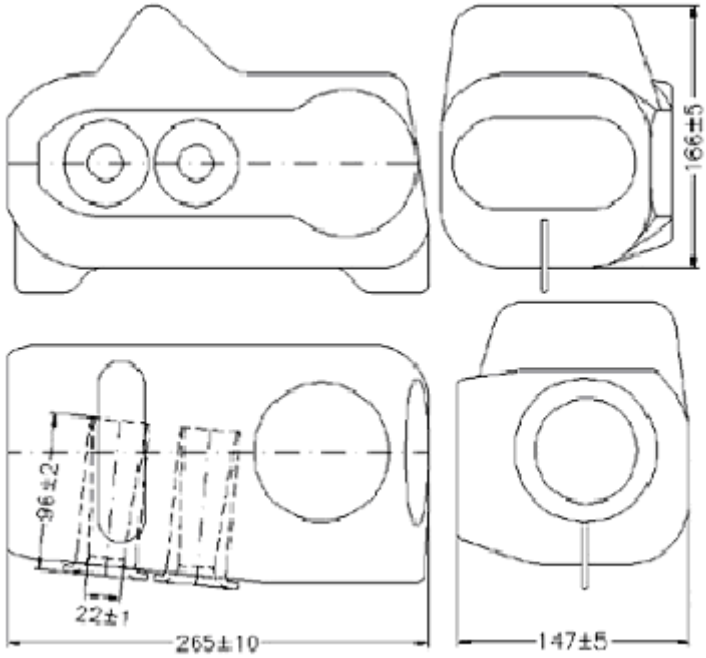
125cc SUPER ROK

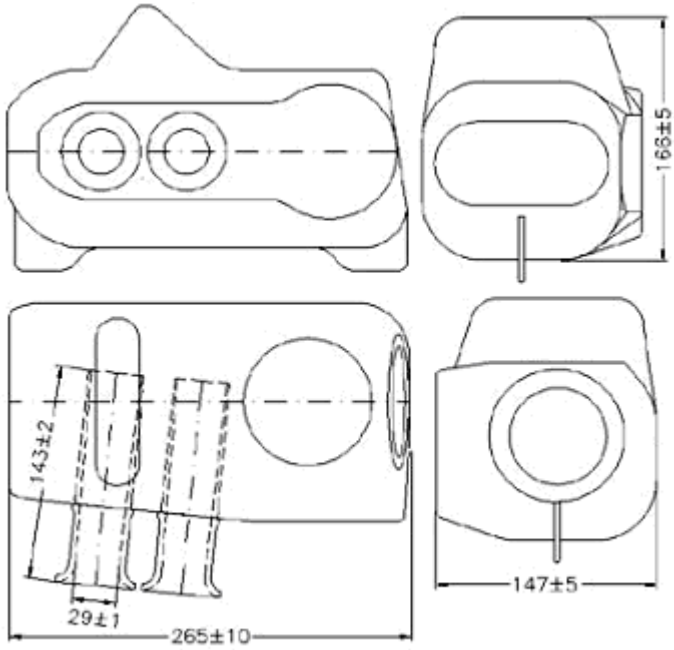
BALANCER SHAFT PHASING.
IN THE DRAWING BELOW, WE SHOW YOU IN DETAILS THE ORIGINAL POSITION (TO BE RESPECTED) OF THE BALANCER SHAFT PHASING IN THE ROK ENGINE.
AS THE TIMING SHOULD BE REGULAR THE NOTCHS OF THE GEARS AND THE BALANCER SHAFT SHOULD CORRESPOND WHEN THE PISTON IS AT THE DEAD UPPER POINT. AS SHOWED ON THE DRAWING.

FASATURA DELL'ALBERO DI BILANCIAMENTO
NEL DISEGNO RIPORTATO SOTTO, VI MOSTRIAMO IN DETTAGLIO LA POSIZIONE ORIGINALE (CHE DEVE ESSERE RISPETTATA) DELLA FASATURA DELL'ALBERO DI BILANCIAMENTO DEL MOTORE ROK.
AFFINCHÉ LA FASATURA SIA REGOLARE LE TACCHE DEGLI INGRANAGGI E DEL CONTRALBERO DEVONO CORRISPONDERE QUANDO IL PISTONE SI TROVA AL PUNTO MORTO SUPERIORE, COME INDICATO NEL DISEGNO.

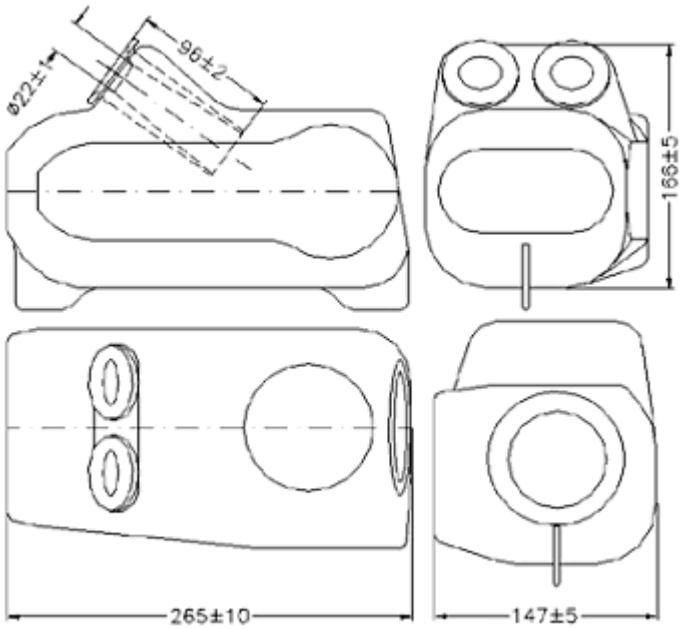


125cc SUPER ROK

FILTRO D'ASPIRAZIONE INLET SILENCER SILENCIEUX D'ASPIRATION	
MODELLO, TIPO, MODEL TYPE MODELE, TYPE	**ARROW, C**
	

MODELLO, TIPO, MODEL TYPE MODELE, TYPE	**ARROW, G**
	

125cc SUPER ROK

MODELLO, TIPO, MODEL TYPE MODELE, TYPE	**ARROW, F**
	

MODELLO, TIPO, MODEL TYPE MODELE, TYPE	**ARROW, E**