

## ENGINE – TRANSMISSION

<b>ENGINE</b>	
Type	two-cylinder 4-stroke
Number of cylinders	two
Cylinder layout:	90° V
Pistons	forged, two compression rings, one oil control ring
Bore	80 mm
Stroke	74 mm
Total displacement	744 cc
Cooling	air
Air cleaner	dry cartridge type
Compression ratio	9.6:1
Maximum horsepower (CE correction)	35.5 kW at 6800 rpm
Maximum torque (CE correction)	54.7 Nm at 3600 rpm
Engine idling speed	1100 ± 100 rpm
<b>TIMING</b>	
Timing diagram:	2 valves with push-rods and rockers
intake valve opens	18° B.T.D.C.
intake valve closes	50° A.B.D.C
exhaust valve opens	53° B.T.D.C.
exhaust valve closes	15° A.B.D.C
Values valid with clearance between rockers and valve of	0.15 mm opens 0.20 mm closes
<b>FUEL SUPPLY</b>	
Type	Electronic injection (Weber – Marelli)
Choke	Ø 36 mm
Fuel	Premium grade unleaded petrol, min. O.N. 95 (N.O.R.M.) and 85 (N.O.M.M.).
<b>STARTING</b>	
	electric
<b>EXHAUST</b>	
	Three-way manifold with catalyser
<b>DRIVE</b>	
- clutch	dry single disc with cush drive
- primary drive	gear-type, ratio: 16/21 = 1:1.3125
- transmission	5 gears
- gear ratios:	
1st	11/26 = 1:2.3636
2nd	14/23 = 1:1.6429
3rd	18/23 = 1:1.2778
4th	18/19 = 1:1.0556
5th	20/18 = 1:0.9
- final drive	cardan shaft type
- ratio	8/33 = 1:4.825
Lubrication	Pressure system, valve adjustment, lobe pump
<b>SPARK PLUGS</b>	
Standard	NGK BR8ES
Gap	0.6 – 0.7 mm
Resistance	5 KΩ