



MINI ROK

OWNER'S

MANUAL



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1.1. INTRODUCTION

Thank you for your purchasing of a Vortex engine. This manual contains information on how to help you with getting the best results from your new engine. Furthermore, it will explain you how to operate your Vortex engine safely and in a proper manner.

Vortex update this manual constantly. All the information in this manual is based on the latest experience and product information available at the time of writing.

Vortex reserve the right to make any kind of changes to this manual at anytime without notice and without incurring in any obligation.

This manual shall be considered part of the Vortex engine and should remain with the engine itself if resold.

1.2. SYMBOLS



Personal injury



Mechanical Danger



Caution

Pay attention to the symbols of this manual. They alert you of dangerous situations for you or for your engine.

1.3. SAFETY INFORMATION



- Do not start the engine indoor as garages, trailers, etc. Start the engine in a well-ventilated area only. Exhaust emissions are hazardous for your health.
 - Always wear gloves and proper clothing when working on your engine.
 - Use caution when handling fuel. Gasoline is flammable and explosive. When working with fuel, do not smoke or use it near fire or flames. Avoid any skin contact and inhaling fuel vapors.
 - Never touch moving parts when the engine is running.
 - During operation both engine and muffler, become very hot. Do not touch them and do not place anything on them after operation.
 - Do not touch the spark plug or cable. It may provoke electrical shocks.
 - Understand the operation of all controls and learn how to stop the engine quickly in case of emergency.
 - Do not use the engine without clutch cover and chain protection.
-



1.4. TECHNICAL SPECIFICATIONS



Cylinder Displacement (max)	60cc.
Cylinder Bore (max)	42,10 mm.
Piston Stroke	43,00 mm.
Admission system	Piston Port
Cooling System	Free air
Carburetor	Dell'Orto PHBG 18 BS
Ignition System	Selettra
Ignition Type	Analogic
Ignition Timing	3 mm.
Spark Plug Gap	0,8 mm.
Fuel Mixture	3%
Engine Weight (Complete)	17 kg.

- All sizes and measurements in this manual are expressed in metrics.
- Always use original Vortex parts and proper tools when working on your engine.
- Proper fuel mix is necessary for optimum engine life and performance.

1.5. SPECIAL TECHNICAL SPECIFICATIONS FOR HOMOLOGATED ENGINE



Vortex Mini Rok Engine is produced in one version only. However, refer to your country homologation file for eventual specific rules and/or sizes.

1.6. PACKAGING

Your engine will be packed in a sealed box with the Vortex logo printed on and a sticker with model and serial number attached. It will be a second box complete with accessories as carburettor, muffler, fuel pump, air box, etc.

All USA engines must have an specific EPA sticker.



2. ENGINE ASSEMBLING



In order to perform this job, you will need the following tools:

Compressed air	
Allen Wrench	3 - 4 - 5 - 6 - 8 mm
Fixed Wrench	5 - 7 - 8 - 10 - 14 - 17 mm
Flat Pliers	
Socket Spanner	11 mm
Hooker	
Straight Ruler	
Cross Screwdriver	
Flat Screwdriver	
Torque Wrench	

1



Compressed air

Unpack the engine and remove any packaging material on it.



2



6mm Allen Wrench

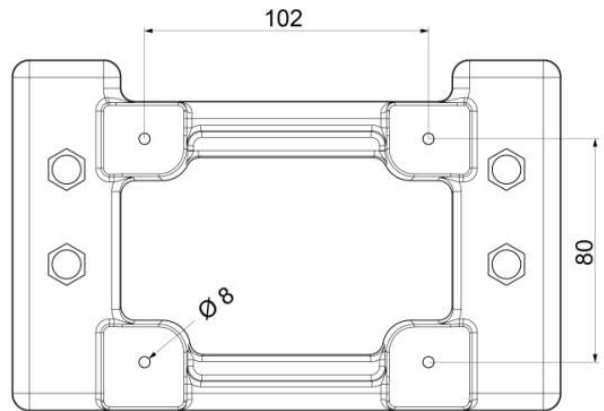
Lay the engine on its side and attach the engine mount to the engine base with four 8 mm Allen screws.





3

Engine Wheelbase Measurements in case you need to drill your engine mount.



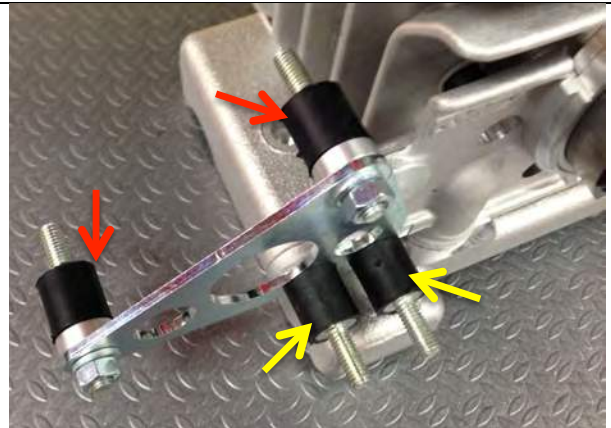
4



10mm Fixed Wrench

Attach the specific metal-chromed bracket provided to the engine by using 2 of the 4 silent blocks provided (yellow arrows) to the support in the engine.

Insert the remained 2 silent blocks (red arrows) with specific spacers and tighten with washer and 6 mm nut. Sometimes thread on the silent blocks could be short, use a threadlocker then.

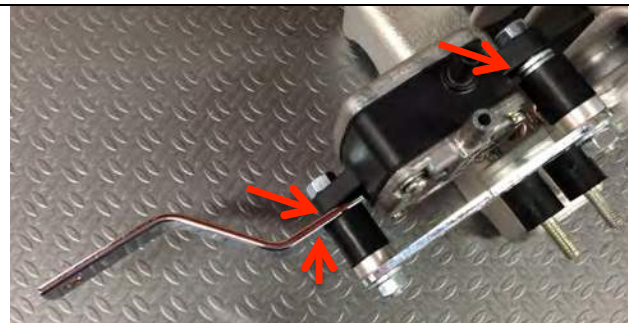


5



10mm Fixed Wrench

Insert air box bracket into silent blocks (red arrows). Then insert fuel pump into silent blocks (red arrows). Tighten with washer and 6 mm nut. Sometimes thread on the silent block could be short. Use a threadlocker then.



6

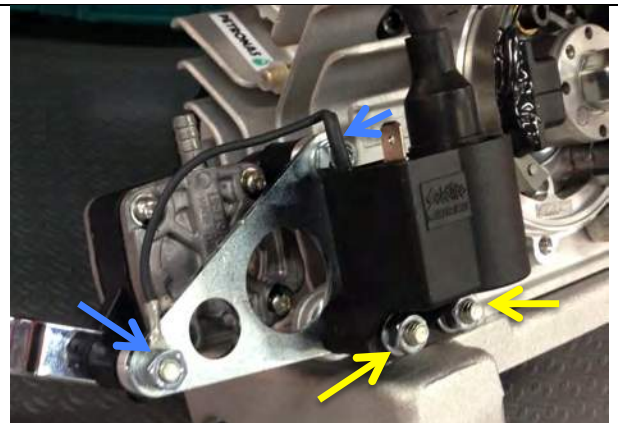


10mm Fixed Wrench

Insert the coil into the 2 free silent blocks (yellow arrows). Tighten with washer and 6 mm nut.

Then attach the black cable (earth) coming out from the coil to silent block 3 and tighten with washer and 6 mm nut (blue arrows).

Sometimes thread on the silent block could be short. Use a threadlocker then.





7

Insert “stop” cable end coming from the ignition into the coil plug.



8



Flat Screwdriver

Remove the plastic cap from the head.



Spark Plug Wrench

Tighten the spark plug in the engine head.
Tighten and loosen the spark plug 2/3 times to allow the gasket to seat. Then tighten the spark plug securely.

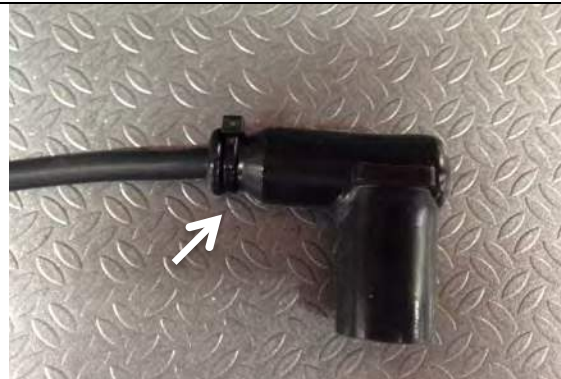


9

Insert the coil cable into the rubber plug cup so it is tight.

It is recommended to secure the coil cable by using a plastic tie.

Place the plug cap on to the spark plug and push the plug cap down firmly.



10



Flat Screwdriver

- a. Remove the plastic cap from inlet manifold.
- b. Remove carburettor from its box.
- c. Fit the clamp provided together with the carburettor over the inlet rubber manifold.
- d. Insert the carburettor into the inlet rubber manifold.





11



Flat Screwdriver

Ensure the carburettor is correctly seated, then tighten the carburetor to the inlet manifold by using the specific clamp.



12

Screw the air box mount to the carburettor manually. Do not use any tool.



13



Cross Screwdriver

Remove the top of the carburettor by unscrewing the two screws.



14

Insert the throttle cable into the elbow on top of the carburettor with the lead nut in.





15



8 mm Fixed Wrench

Tighten the carburettor throttle cable register elbow.



16

Pass the throttle cable through the spring and into the cut in the side of the plastic slide cover.



17

Take the slide out of the carburettor.



18

Insert the lead at the end of the throttle cable into the hole in the center of the slide.





19

Hook the lead nut in the slide by moving it aside of the center.



20

Place the slide, plastic slide cover and spring into the carburettor.

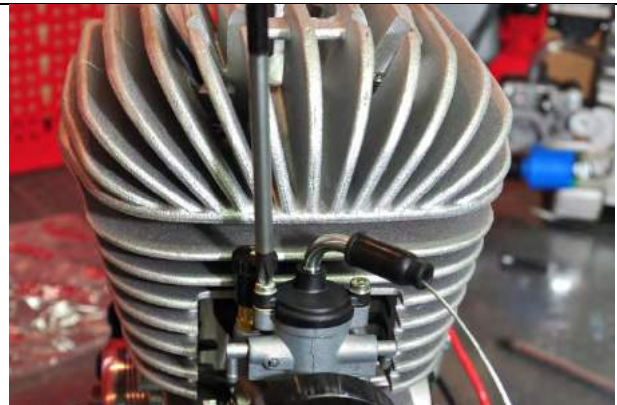


21



Cross Screwdriver

Fix the top of the carburettor to the carburettor by using the 2 screws unscrewed before in Point **13**



22



Flat Pliers

By using flat pliers, very carefully, turn the two carburettor overflow elbows on the carburettor to point upwards.





23



Flat Screwdriver

a. Remove the plastic cap from the depression plug in the crankcase.

b. Insert the fuel line in the depression outlet on top of the fuel pump and the other end into to the depression inlet in the crankcase. Secure it by using a plastic tie.



24

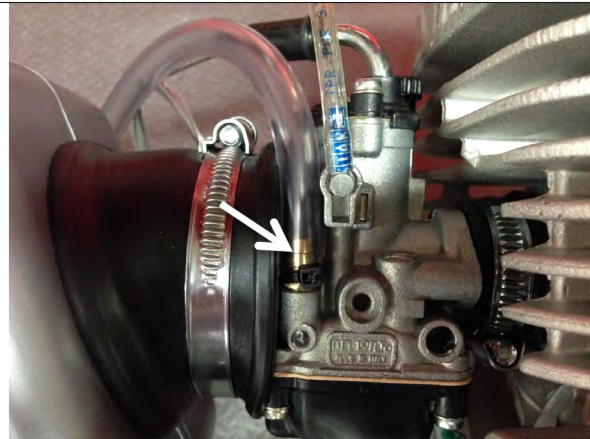
Insert the fuel line in the outlet on the bottom of the fuel pump. Secure it by using a plastic tie.

For the other end of the fuel line see Point 26



25

Insert the fuel line from the outlet on the bottom of the fuel pump to the inlet on top carburetor. Secure it by using a plastic tie.



26

Place a recovery tank under the carburettor and secure it to the chassis by using cable ties. Make two holes on top of the cap and insert the free ends of the tubes coming from the overflow elbows. This container must be able to vent to atmosphere.





27

Insert the air tube into the intake silencer and then place the plastic stone guard on top of the air tube.



28

Insert the "Vortex AU" debris filter into the intake silencer. There is a slot in the rubber manifold that should be properly inserted in the intake silencer.



29

Check the rubber manifold is properly fixed in intake silencer. Wrong assembly will cause the loss of the foam filter and intake silencer.



30



4 mm Allen Wrench + 10 mm Fixed Wrench

Use the specific "S" bended bracket assembled in Point 5 to connect the intake silencer. Secure the intake silencer by using one 6x25 screw washer and nut.





31



Flat Screwdriver

Attach the assembled intake silencer to the adaptor and fix it by using the specific clamp provided.

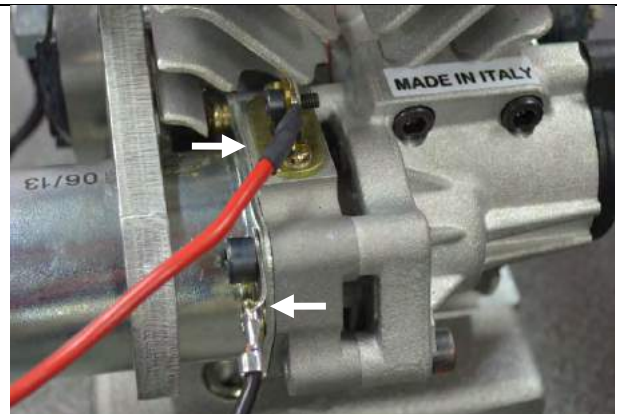


32



3 mm and 5 mm Fixed Wrench

- a. Attach the red cable to the electric starter using the screw there is in it.
- b. Unscrew the 5 mm Allen screw. Insert the earth cable (black) plug into the screw and screw firmly.



33

Cover both cables ends with the plastic covers inserted in the cables.



34

Your engine is now ready to be installed to the chassis.



3. ENGINE/CHASSIS ASSEMBLY

1



5 mm Allen Wrench + 10 mm Fixed Wrench

Place the sprocket in the sprocket carrier and tighten with washer and nut.

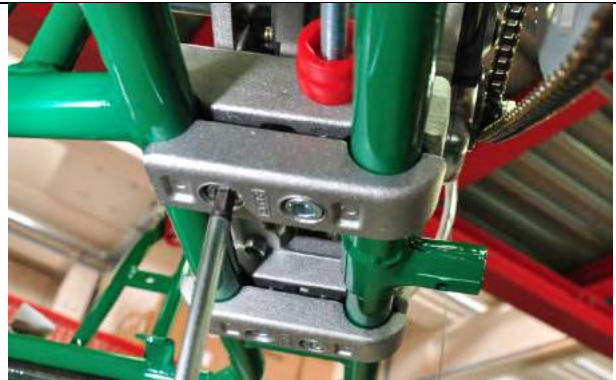


2



8mm Allen Wrench

Now place the engine on the chassis. Tighten the engine mount clamps to the engine mount lightly enough to hold the engine in position. Do not tighten completely

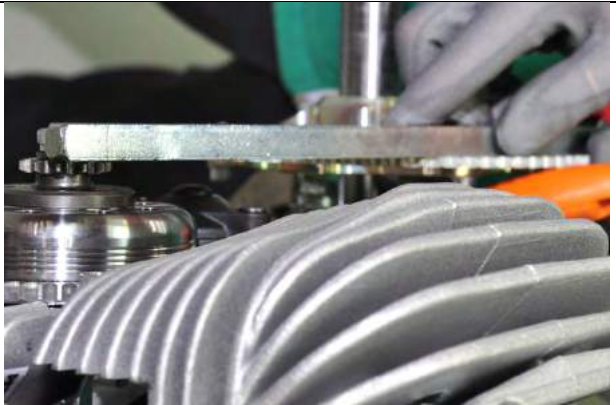


3



Straight Ruler

Align the rear sprocket (in the axle) with the front sprocket (in the clutch bell). Then install the chain of proper length. Chain length varies with gear sizes.



4

To adjust chain tension, move the engine ahead until the proper tension is reached. Proper tension is around 1 cm. of free up and down movements.





5



17 mm Fixed Wrench

Once chain tension is correct, tighten mount clamps completely and re-check the chain tension again. Then set the engine stop to just contact the engine mount, (if provided by the chassis manufacturer.)



6



5 mm Allen Wrench

Attach the plastic guard bell cover to the engine by using three 6x20 mm Allen screws.



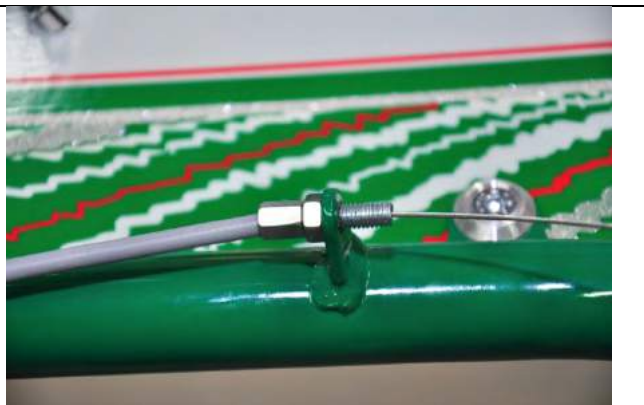
7

Insert now the throttle cable into the outer.



8

Insert the free end of the throttle cable into the register attached to the main rail of the chassis.





9



3mm Allen Wrench

Insert a clamp into the throttle cable and pass the free end through the welded ring on the throttle pedal. Then loop it around and insert the free end of the cable into the to the clamp again and tighten it. Clamp not supplied.



10



Flat Screwdriver

Take the intake silencer off the carburettor by unscrewing the clamp. It is **not** necessary to unscrew the bracket. The intake silencer will turn down easily.



11



8 mm Fixed Wrench

Adjust the throttle cable by setting the pedal stop on the chassis in order to get the pedal to stop at the point where the slide in the carburettor is fully open.



12



5 mm Fixed Wrench

Attach now the battery cradle to the chassis main rail next to the seat using the specific plastic clamp provided. A battery mounting spacer plate may be required to clear the brake cable.



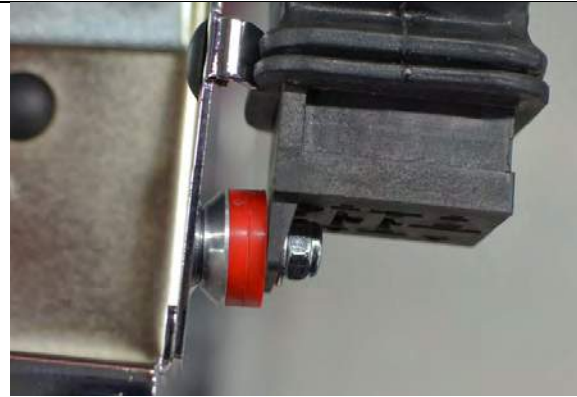


13



4 mm Allen Wrench + 10 mm Fixed Wrench

Remove relay from socket in the wiring loom. Secure the wiring loom to the battery cradle using a 6x25 mm Allen screw, bi conical washer, 2 plastic spacer, washer and 4 mm nut.



14

Insert manually the relay into the female plug in the wiring loom. Do not use any tool.



15



14 mm Fixed Wrench

Place the start bottom (Green) and the stop bottom (Red) in the two slots located in the front of the battery cradle. Secure them with the specific nut attached in the cables.



16

Place the battery in the battery cradle. Insert the battery cables in the battery plugs. Red cable in red plug, black cable in black plug. Secure the battery using the two rubber O.R. provided.





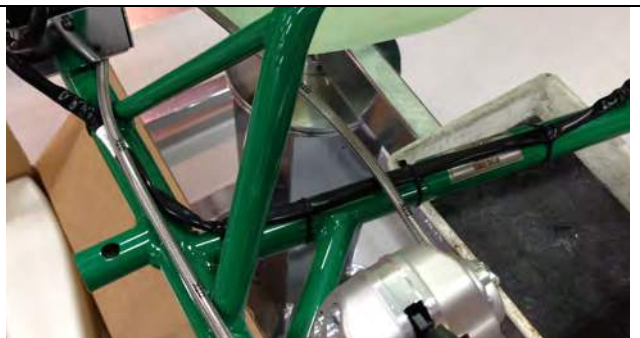
17

Secure the relay with the specific spring provided.
Be sure the spring is in the right position and pressing. In case is needed just turn the end of the spring with a plier to make it press correctly.



18

Pass the main wire loom under the seat and secure it to the chassis by using plastic cable ties. **Make sure there is no loose wiring that may drag on the track.**



19

Plug in the electric plug coming from the battery to the other half coming from the engine.



20

Hook the two springs provided into the exhaust manifold.





21

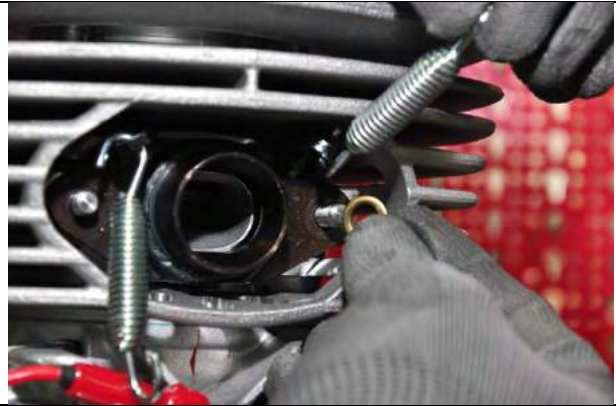


11 mm Socket Wrench

Before fitting the exhaust manifold remove the exhaust gasket and the exhaust port cover. Refit the exhaust gasket to the cylinder, then fit the exhaust manifold by using the brass spacer and the nuts. Tighten each nut alternatively.

*Note: KA rule for Cadet 9

Fit Long nuts for KA sealing wire attachment



22



Hook

Insert the muffler into the exhaust manifold. Fix the muffler by hooking the free ends of the spring into the rings welded to the muffler by pulling them.

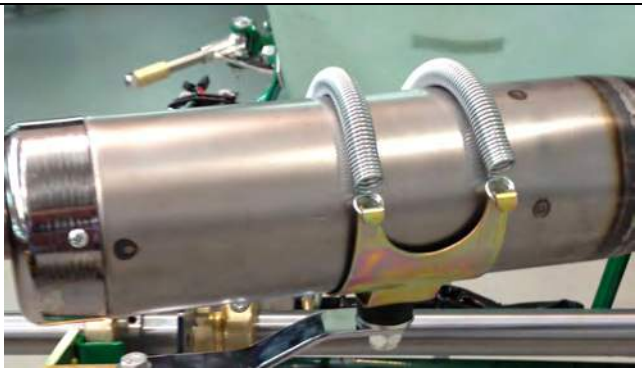


23



Hook

Place the muffler in the exhaust cradle that is assembled on the chassis and pull the two springs provided to fasten it.



24

Insert the fuel line from the fuel tank into the fuel pump





4. STARTING AND BRAKE-IN



Only a proper break-in will insure the best performance out of your engine in the future and guarantee its long and trouble-free life.

Break-in is required when an engine is new or has undergone a major service of the engine's main parts (pistons, rings, cylinder or crankshaft).

1 Prepare fuel. Vortex engine works with commercial gasoline, leaded or unleaded, as well as racing fuel, with minimum 95 ROM.

Mix oil and gasoline at 3% (i.e. 30cc of oil every 1.000 cc. of fuel).

2 Use a high quality 21 stroke oil specifically made for kart engines. Check any requirements of KA regarding the use of specific brand/type for any particular series/event.

3 Shake the can thoroughly to mix the fuel and the oil properly. Then fill the gas tank in your kart. A mistake in measurements could result in engine damage.

4 Buttons: to start the engine press the green button. To stop the engine press the kill switch red button.

5 To start a cold engine pull the choke lever up. Full fill the carburetor.

6 Press the start button (green) in order to allow the fuel pump-to-pump fuel to the carburetor.

7 Once the engine starts push the choke lever down.

8 Run the engine by accelerating intermittently to higher RPMs. **Do not** accelerate to full throttle.

9 Once the engine is warmed up, proceed to the track. By accelerating very carefully, the clutch will engage and the kart will start moving forward.

10 Run the engine by alternating a few seconds on and off the throttle at $\frac{3}{4}$ of the opening.

Do not hold the throttle at a constant speed. Continue this way for 5/6 laps.

11 Check everything on the kart is tighten properly. Be careful, engine and muffler are hot.

12 Return to the track and slowly increase the RPM and duration of the acceleration for 10/15min more. Intermittently open the throttle fully and then release it.

13 After 10/15 minutes of brake-in, your engine is ready for competition. During the break-in, nuts and bolts tend to loosen. Once the engine is cold, check the torque of the exhaust, head, etc



5. SERVICING YOUR ENGINE



Good maintenance is essential for safe, economical and trouble-free operation. Here you will find a maintenance schedule, routine inspection procedures and very simple maintenance procedures by using basic tools. Some service tasks that are more difficult or needs special tools must be performed by Vortex technicians or qualified mechanics.

Timing schedule periods are only indicative.

5.1. Maintenance Schedule and Adjustments

Carburettor	Cleaning	After every race/heat
Throttle Cable	Check	Every race
Spark Plug	Check Change	Every Race After 30 hours
Exhaust	Internal cleaning	Every 10 hours
Clutch	Check and cleaning Change	Every 10 hours After 30 hours
Piston	Change	After 30 hours
Chain	Change	After 10 hours
Cylinder	Honing	After 30 hours
Connecting Rod	Change	After 90 hours
Bottom End	Re-built	After 90 hours

5.2. Torque Chart

Cylinder Head \varnothing 8 mm Nut	18Nm
Exhaust Manifold \varnothing 7 mm Nut	15Nm
Crankcase \varnothing 6 mm Screws	12Nm
Bendix cover Screws	8Nm
Starter Gear Nut	60Nm (Use threadlocker)
Pinion Bell \varnothing 5 mm Screws	8Nm
Ignition Nut	28Nm
Pinion Bell Nut	28Nm
Ignition \varnothing 5 mm Screws	8Nm
Nylon crankshaft stuffer	8Nm (Use Threadlocker)



5.3. Sizes and Measures

Tolerance Cylinder/piston	0.10 + 0.05mm
Timing	3mm
Piston Sizes	
W240/MR01A	41,88
W240/MR03A	41,91
W240/MR06A	41,93
W240/MR09A	41,95
W240/MR11A	41,98

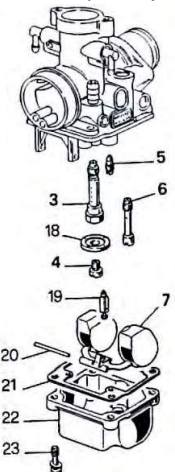
5.4. Chain

	<p>Lube the chain by spraying chain lube on the chain while manually rotating the rear wheel.</p> <p>To replace the chain, loosen the engine and slide it back to release the old chain from the sprocket. Reverse the procedure after installing a new chain.</p>
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5.5. Throttle Cable

	<p>Lubricate the throttle cable each time the engine is run. Also check, and adjust the cable as needed, to assure the correct throttle and that the throttle returns properly and opens full size.</p> <p>If the cable frays, it must be replaced.</p>
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5.6. Carburettor

<p>Cleaning: Fuel and oil may contain some kind of rubbish, impurities, and/or residues.</p> 	<ol style="list-style-type: none"> 1. Take the intake silencer off the carburettor by unscrewing the clamp. It is not necessary to unscrew the bracket. The intake silencer will turn easily. 2. Disconnect the throttle cable from the carburetor together with its spring and slide it. 3. Took the carburetor off the engine and open the float chamber (22) by unscrewing the four screws (23). Clean the parts, openings and passages with compressed air. Check the float chamber gasket (21) and eventually change it if damaged. 4. Close the float chamber by screwing the four screws (23) and re-place the carburettor in the engine. 5. Clean the inside of the intake silencer. 6. Attach the intake silencer assembly to the adaptor. 7. Tighten it with the specific clamp. Wrong assembly will cause the loss of the intake silencer.
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<p>Changing main jet:</p>	<ol style="list-style-type: none"> 1. Take the intake silencer off the carburettor by unscrewing the clamp. It is not necessary to unscrew the bracket. The intake silencer will turn easily. 2. Disconnect the throttle cable from the carburetor together with its spring and slide it. 3. Took the carburetor off the engine and open the float chamber (22) by unscrewing the four screws (23). Clean the parts, openings and passages with compressed air. 4. Unscrew the main jet (4) by using a cross screwdriver. Place a new one. Be careful, washer (18) has only one position. Wrong assembling will cause totally black out of carburettor. 5. Check the float chamber gasket (21) and eventually change it if damaged. 6. Close the float chamber by screwing the four screws (23) and re-place the carburettor in the engine. 7. Clean the inside of the intake silencer. 8. Attach the intake silencer assembly to the adaptor. 9. Tighten it with the specific clamp. Wrong assembly will cause the loss of the intake silencer.
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5.7. Spark Plug

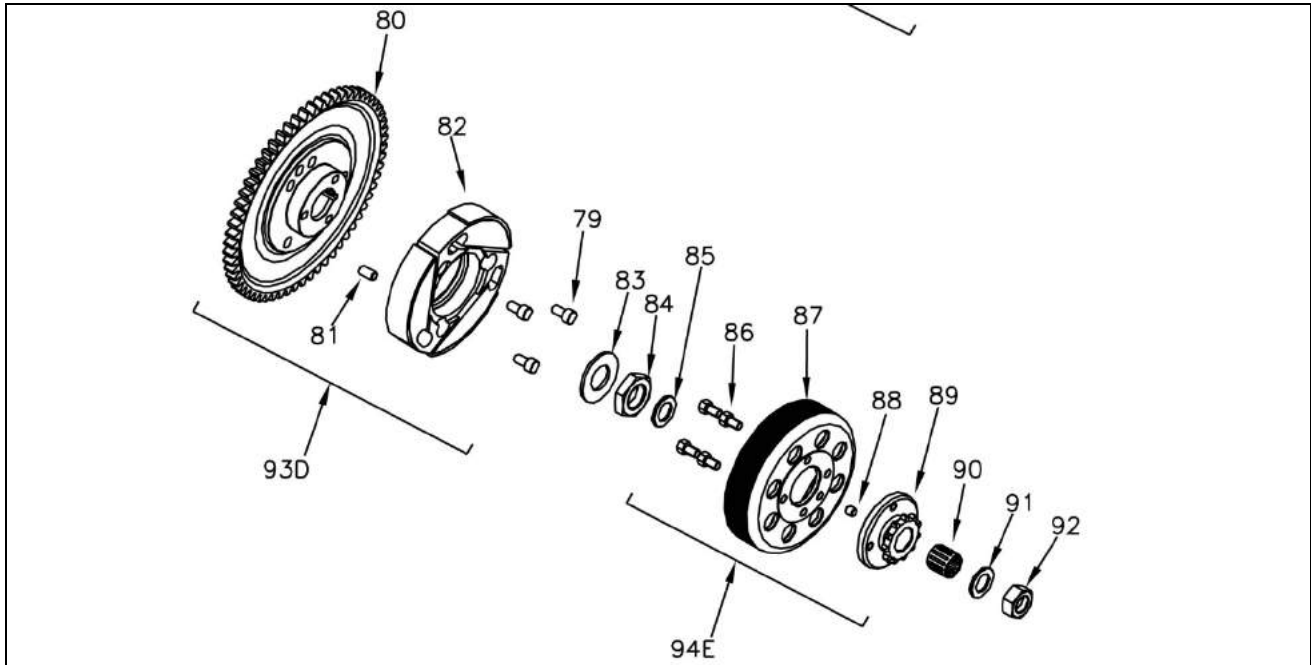
<p>Cleaning: Oil produces carbon deposits or residues that make necessary the spark plug to be checked and cleaned, at least every 5 hours.</p>	<p>Unplug the spark plug and clean it by using a metal brush.</p>
<p>Setting Plug Gap:</p>	<p>Use a specific spark plug gap gauge to set up correct gap. Correct gap: 0,8 mm.</p>

5.8. Exhaust

<p>Cleaning: Oil produces carbon deposits or residues that make necessary the spark plug to be checked and cleaned, at least every 10 hours.</p>	<ol style="list-style-type: none"> 1. Remove the muffler from the engine by removing the 2 springs in the cradle and the 2 springs in the exhaust manifold. 2. Unscrew the 3 bolts in the exhaust terminal. 3. Warm up the pipe with a heat source and remove any carbon deposits by means of a metal brush.
---	---



5.9. Clutch and Starter Gear



Cleaning and/or replacing clutch:

1. Disassemble the clutch cover.
2. Take away the Bendix cover
3. Stop the clutch drum by using the special tool designed by Vortex for this specific task.
4. Unscrew **anticlockwise** the nut on the clutch drum (92). Remove the washer (91), clutch drum (87) and roller bearing (90).
5. Unscrew the three 6x14mm Allen screws (79) on the clutch.
6. Unscrew **clockwise** the central nut (84) by using a 24mm fixed wrench to remove it. Stop the starter gear with the specific tool manufactured by Vortex.
7. Take away the clutch (82) by using the appropriate extractor.
8. Before assembling the new clutch, we recommend to clean the clutch area and the pinion bell with a solvent.

ASSEMBLING

9. Install the new clutch (82) on the crankshaft by pushing lightly with your fingers and secure it with the three 6x14mm Allen screws (79). Use thread locker to secure them.
10. Put together again the elastic washer (83) and the central nut (84) and tighten. Use thread locker to secure the



	<p>central nut.</p> <ol style="list-style-type: none">11. After screwing the central nut place the washer (85).12. Grease the needle bearing (90) totally and insert it on the crankshaft.13. Place the clutch bell (87), the spacer (91) and screw the nut (92). Use thread locker to secure it.14. Re-place Bendix cover.15. Re-place the clutch cover.
Replacing Starter Gear	<ol style="list-style-type: none">1. Disassemble the clutch cover.2. Take away the Bendix cover3. Stop the clutch drum by using the special tool designed by Vortex for this specific task.4. Unscrew anticlockwise the nut on the clutch drum (92). Remove the washer (91), clutch drum (87) and roller bearing (90).5. Unscrew clockwise the central nut (84) by using a 24mm fixed wrench to remove it. Stop the starter gear with the specific tool manufactured by Vortex.6. Take away the clutch (82) together with the starter gear (80) by using the appropriate extractor.7. Unscrew the three 6x14mm Allen screws (79) on the clutch. <p>8. Before re-assembling, we recommend to clean the area with a solvent.</p> <p>ASSEMBLING</p> <ol style="list-style-type: none">9. Screw the new starter gear (80) to the clutch (82) by using three 6x14mm Allen screws (79). Use thread locker to secure them.10. Insert the starter gear and clutch on the crankshaft by pushing lightly with your fingers.11. Put together again the elastic washer (83) and the central nut (84) and tighten. Use thread locker to secure the central nut.12. After screwing the central nut place the washer (85).13. Grease the needle bearing (90) totally and insert it on the crankshaft.14. Place the clutch bell (87), the spacer (91) and screw the nut (92). Use thread locker to secure it.15. Re-place Bendix cover.16. Re-place the clutch cover.



5.10. Pinion

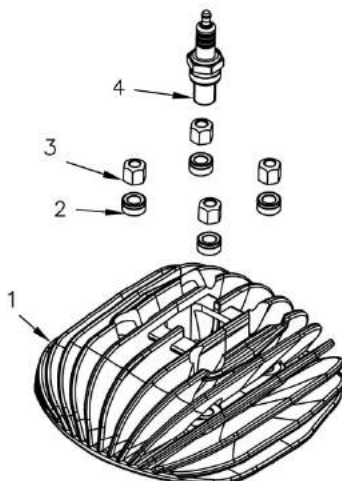
Some ASNs allows the use of Z11 or Z10 pinions.
Vortex standard assembling is Z11.

1. Disassemble the clutch cover.
2. Stop the clutch drum by using the special tool designed by Vortex for this specific task.
3. Unscrew **anticlockwise** the nut on the clutch drum (92). Remove the washer (91), clutch drum (87) and roller bearing (90).
4. Unscrew the four bolts inside the drum.
5. Place the new pinion on the bell and secure it with the 4 bolts. Use thread locker to secure them.
Be aware if you are placing a Z10 pinion, a specific spacer is needed.
6. Install roller bearing and the spacer. Grease the roller bearing properly.
6. Re-place the clutch drum, the washer and the nut. Tighten the nut by turning it to the left. Use thread locker to secure it.
7. Re-place the clutch cover.

5.11. Cylinder Head

Oils produce carbon deposits or residues that make necessary the spark plug to be checked and cleaned, at least every race.

Be aware, cylinder head volume may be changed after the race, Carbon deposits may cause variations on the cylinder head volume.



In order to perform this job, we highly recommend taking the engine off the chassis. However, you may do the job even with the engine mounted.

1. Unscrew the spark plug (4).
2. Unscrew the 4 nuts on top of the head (3).
3. Remove the head by pulling it up carefully.
4. Clean the combustion chamber using a rag moistened with gasoline or solvent.

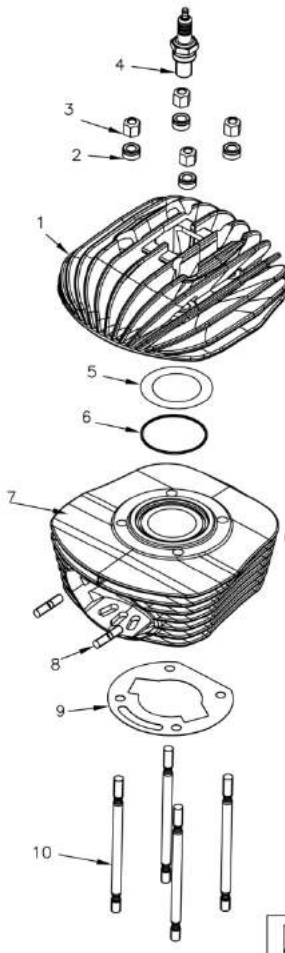
ASSEMBLING

5. Check copper gasket on top of cylinder (5). This gasket may provoke changes in the combustion chamber volume.
6. Re-place cylinder head carefully in the four studs (10).
7. Insert brass washers (2) and nuts (3).
8. Tighten cylinder head with the proper tool and torque.
9. Note. 2x KA nuts to be fitted for sealing wire



5.12. Cylinder

Every 30 hours cylinder must be honed.



In order to perform this job, we highly recommend taking the engine off the chassis. However, you may do the job even with the engine mounted.

1. Take away the muffler from the engine by removing the 2 springs in the cradle and the 2 springs in the exhaust manifold.
 2. Remove the carburettor from the engine by unscrewing the specific clamp.
 3. Unscrew the 4 nuts on top of head (3).
 3. Remove the head by pulling it up carefully.
 4. Remove the cylinder with one hand by pulling it up. To avoid contact with the crankcase, use the other hand to hold the connecting rod.
- Whenever you disassemble the cylinder, we recommend replacing the cylinder gasket (9).**

ASSEMBLING

Check the tolerance between piston and cylinder. Wrong tolerance may cause serious damage.

5. Place a new gasket (9) into the four studs (10).
6. Insert cylinder into the four studs carefully.
7. Check the rubber O.R. (6) and brass gasket (5) and eventually re-place them with new ones. Brass gasket may provoke changes in the combustion chamber volume.
8. Re-place the cylinder head carefully in the four studs.
9. Insert brass washers (2) and nuts (3).
10. Tighten cylinder head with the proper tool and torque.

Important: After honing the cylinder and eventually changing the piston, the engine must go through another break-in period. See "**Starting and Break-in**".

5.13. Piston

Oils produce carbon deposits or residues that make necessary the spark plug to be checked and cleaned, at least every race.

Be aware, cylinder head volume may be changed after the race, carbon deposits may cause

In order to perform this job, we highly recommend taking the engine off the chassis. However, you may do the job even with the engine mounted.

1. Take away the muffler from the engine by removing the 2 springs in the cradle and the 2 springs in the exhaust manifold.



variations on the cylinder head volume.

Every 30 hours piston must be replaced.

2.Remove the carburettor from the engine by unscrewing the specific clamp.

3.Unscrew the 4 nuts on top of head (3).

3.Remove the head by pulling it up carefully.

4.Remove the cylinder with one hand by pulling it up. To avoid contact with the crankcase, use the other hand to hold the connecting rod.

Whenever you disassemble the cylinder, we recommend replacing the cylinder gasket.

5.Remove the 2 piston pin circlips (65) by squeezing the ends together with the needle-nose

6.Hook the connecting rod each side with two fingers.

7.Push the piston pin (66) off the piston by using a proper tool.

8.In order to avoid damages pull the piston up with one hand while holding the connecting rod with the other.

9.Take the roller bearing (70) off the connecting rod.

ASSEMBLING

Check the tolerance between piston and cylinder.

Assemble ONLY a new piston with the right tolerance.

Wrong tolerance may cause serious damage.

10.Grease and place a new roller bearing (70), if needed, on the connecting rod.

11.Insert a new piston in the connecting rod. The arrow marked on top of it, must face the exhaust port.

12.Insert the piston pin into the piston.

13.Insert piston pin circlips on each side of the piston. **Be aware, wrong assembly of piston pin circlips may cause important damage.**

14.Place the piston ring in the piston and check both ends close properly against the brass pin inserted in the piston.

15.Place a new gasket (9) into the four studs (10).

16.Insert the cylinder into the four studs carefully.

17.Check the rubber O.R. (6) and the copper gasket (5) and eventually re place them with new ones. Brass gasket may provoke changes in the combustion chamber volume.

18.Re-place the cylinder head carefully in the four studs.

19.Insert brass washers (2) and nuts (3).

20.Tighten cylinder head with proper tool and torque.

Important: After changing the piston, the engine must go through another break-in period. **See "Starting and Break-in".**



5.14. Connecting Rod

Every 60 hours the roller cage must be changed. During this operation is good use to check, and eventually replace the connecting rod, too.

Due to special tools required, this operation must be performed by the Vortex technicians or qualified mechanics only.

5.15. Bottom End

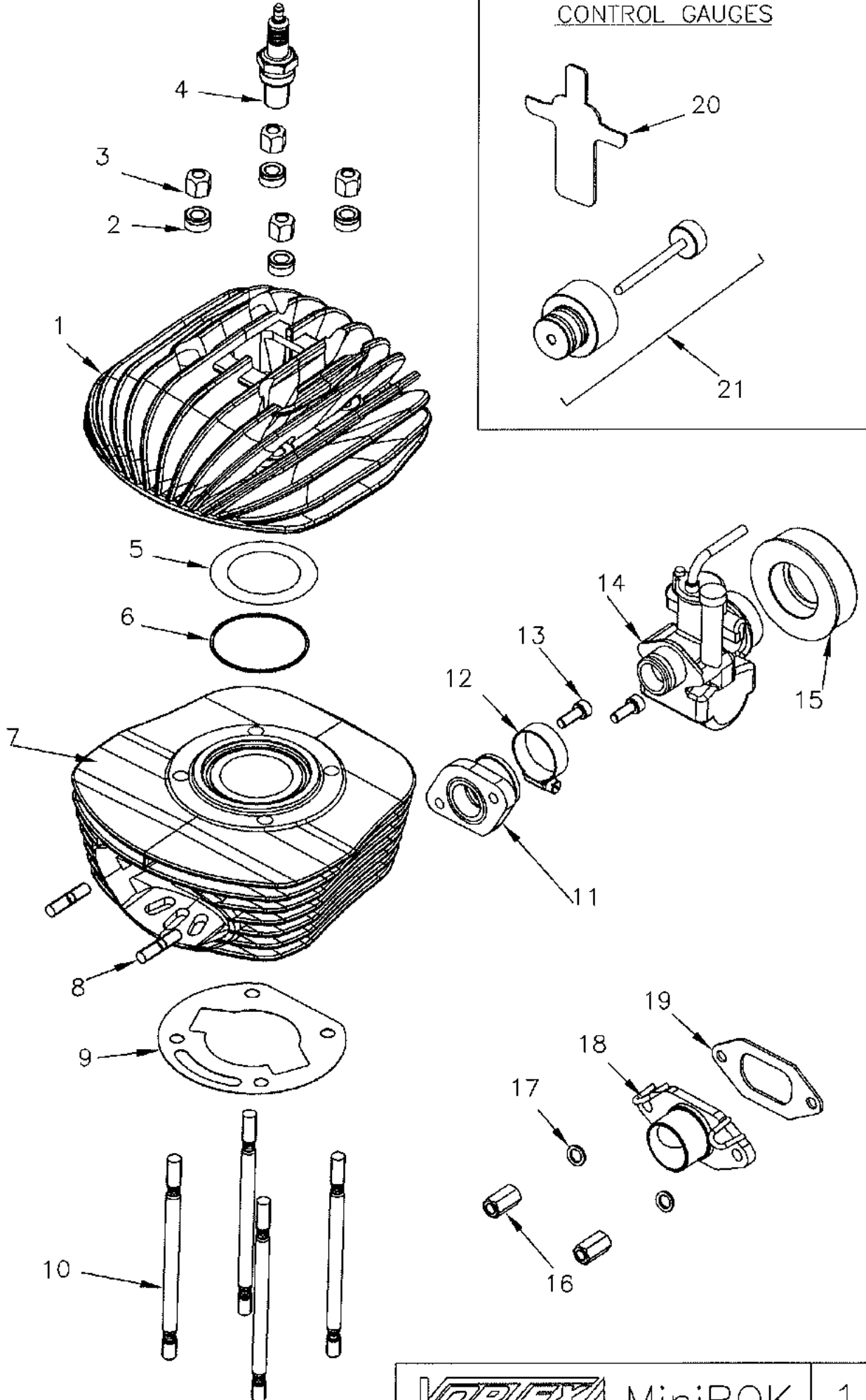
Bearings must be checked, and eventually replaced, after 60 hours of use.

Bearings must be assembled or reassembled, with name and type facing each others.

Due to special tools required, this operation must be performed by the Vortex technicians or qualified mechanics only.

6. ENGINE EXPLODED VIEW AND PARTS LIST

DIME CONTROLLO
CONTROL GAUGES

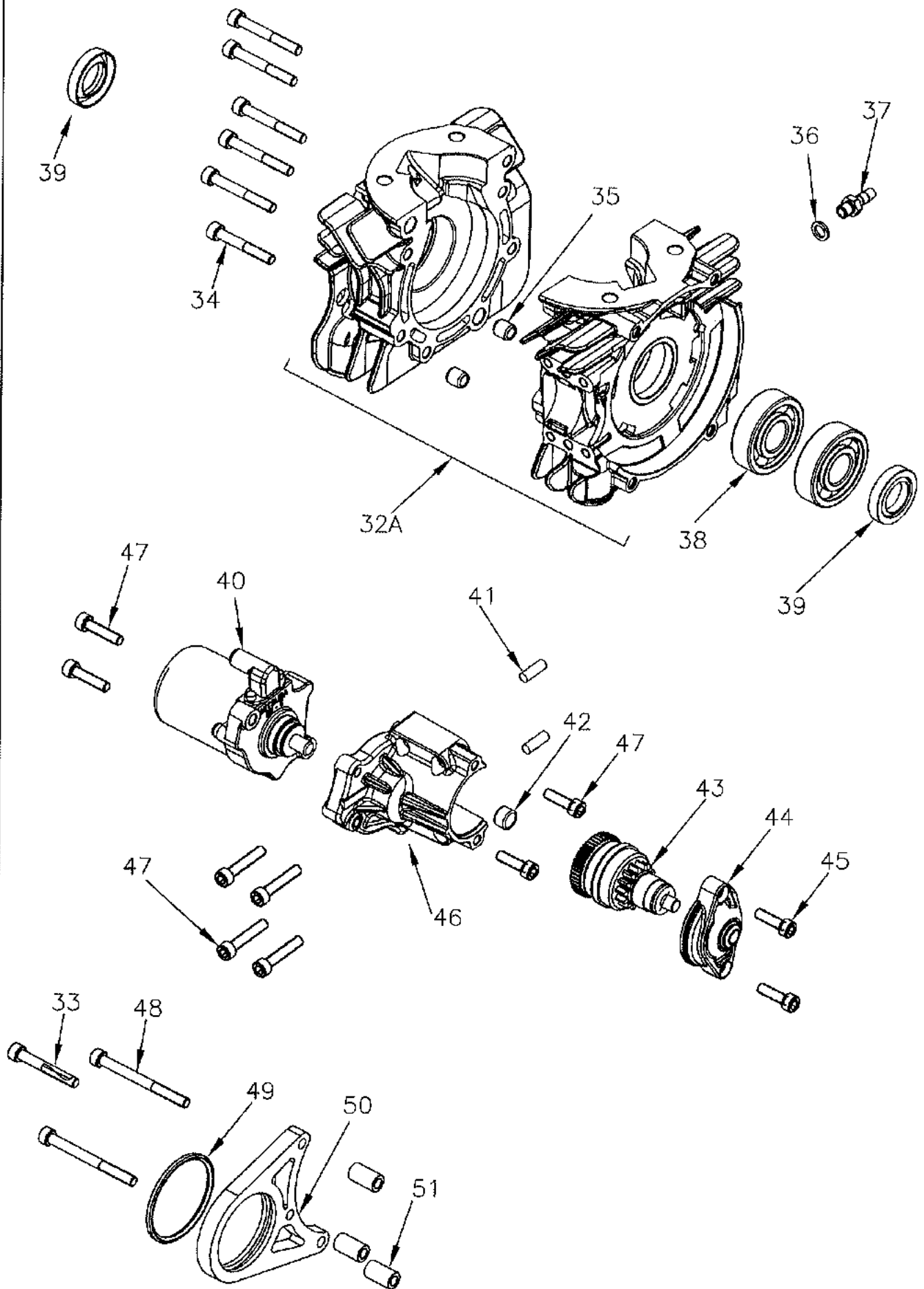


MiniROK



MINI ROK ENGINE SPARE PARTS

Number	Part Number	Description	Max. No.
1	W010/MR	Head Air-Cooled 60cc	1
2	W560	Head washers 8,5 x 15 x 8mm	4
3	W530/12	Head-nut high-set m8	4
4	W003	Spark plug NGK B10	1
5	W631/01MR	Copper head gasket 42,2 x 62,4 x 0,1mm	1
5	W631/02MR	Copper head gasket 42,2 x 62,4 x 0,2mm	1
6	W620/MR	O-ring head viton	1
7	W020/1MRC	Cylinder Mini Rok complete	1
8	W470	Exhaust stud bolt m7 x 32mm	2
9	W610/1MRC02	Cylinder Base Gasket 0.2mm	1
9	W610/1MRC03	Cylinder Base Gasket 0.3mm	1
9	W610/1MRC04	Cylinder Base Gasket 0.4mm	1
9	W610/1MRC05	Cylinder Base Gasket 0.5mm	1
10	W461/1VLC	Cylinder stud bolt m8 x 142mm	4
11	W2050/MR	Inlet manifold phbg 18 Mini Rok	1
12	W825/1MR	Carburettor clamp d.23-35mm	1
13	V.TCE6X16	Socket-head screw m6 x 16mm	2
14	W820/MR	Dellorto carburettor phbg 18b	1
15	W981400	Connector	1
16	W540/RVA	Exhaust fix. High set nut	2
17	W565	Exhaust washer d.8 x 12 x 1,5mm	2
18	W750/1MR	Exhaust manifold Open Cadet 12	1
18	W750/BR2NZ	Exhaust manifold restricted 16mm cadet 9	1
19	W670/MR	Exhaust gasket	1
20	WA063	Head control template Mini Rok	1
21	WA064	Carburettor gap control template	1

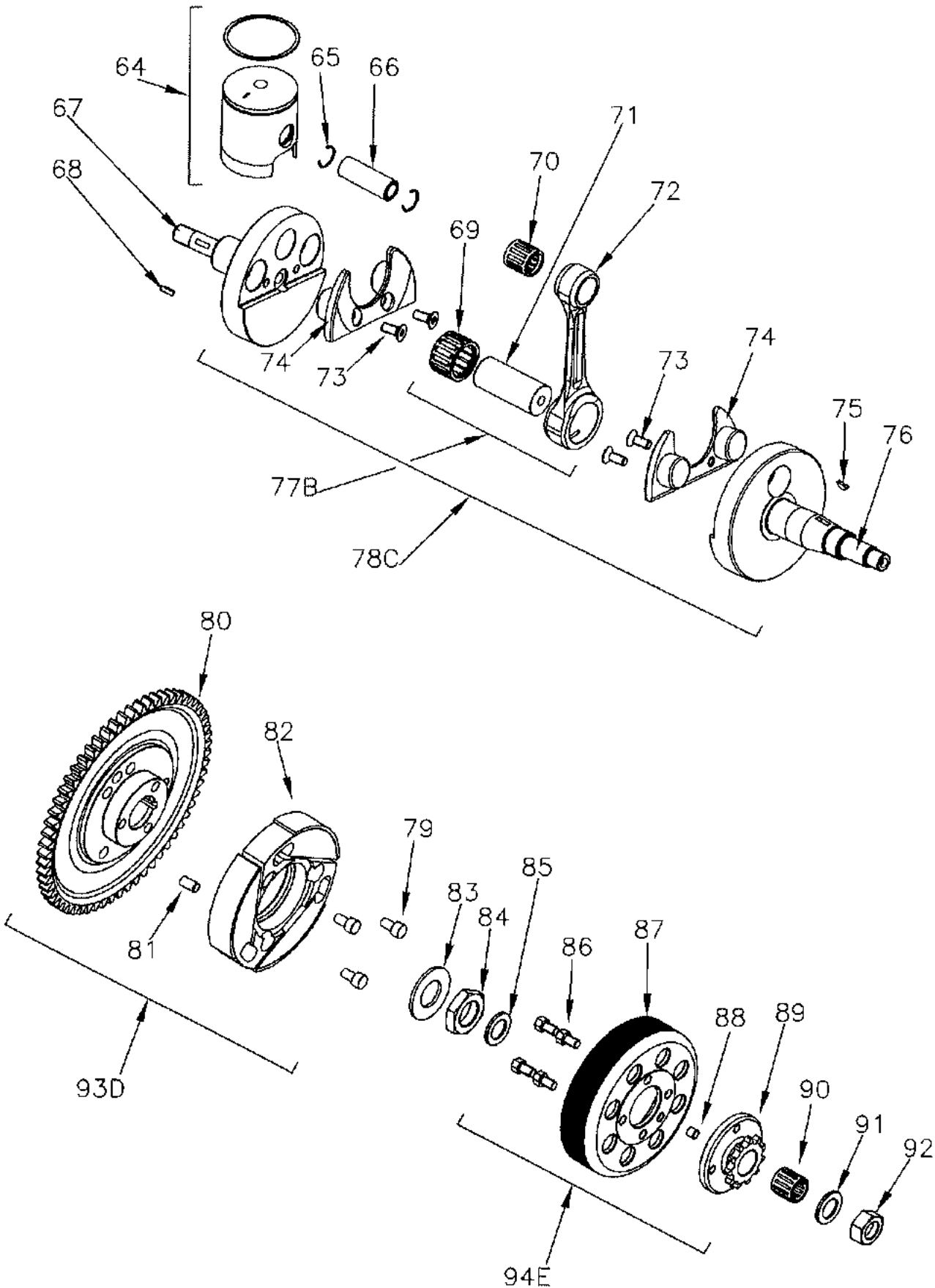


MiniRok 2



MINI ROK ENGINE SPARE PARTS

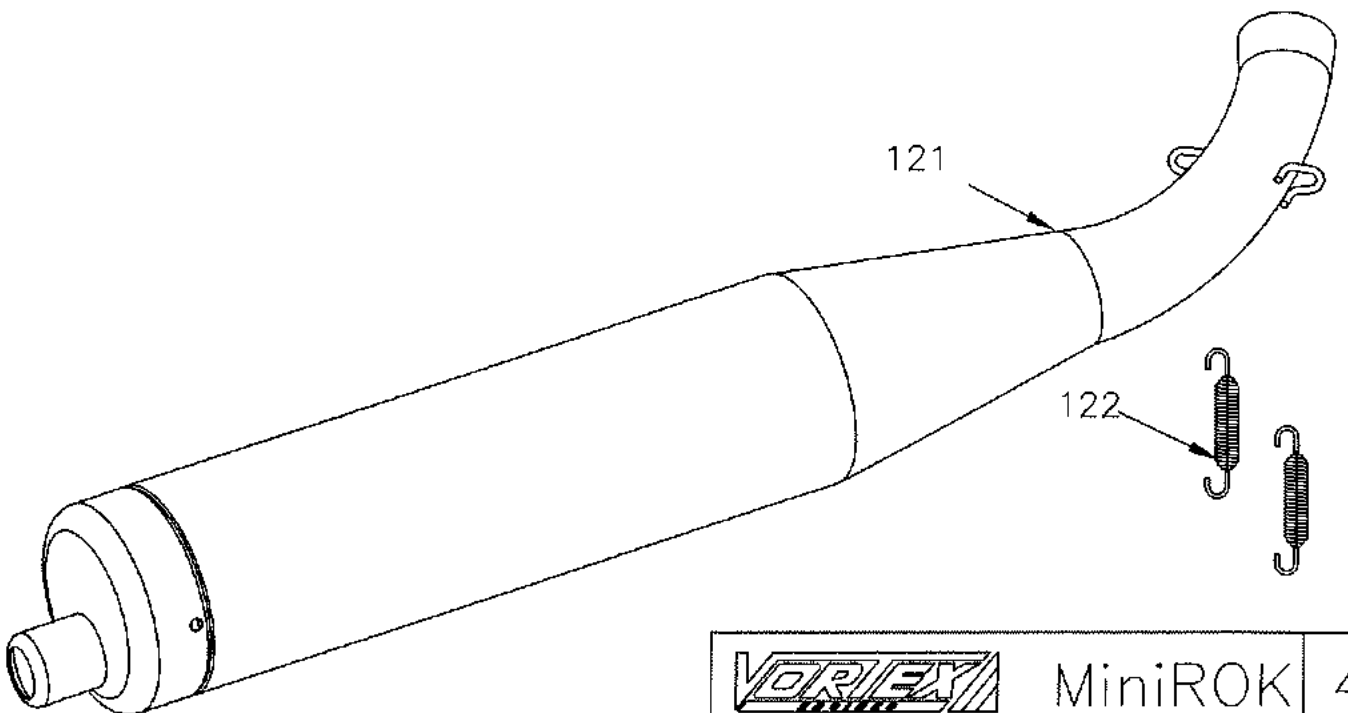
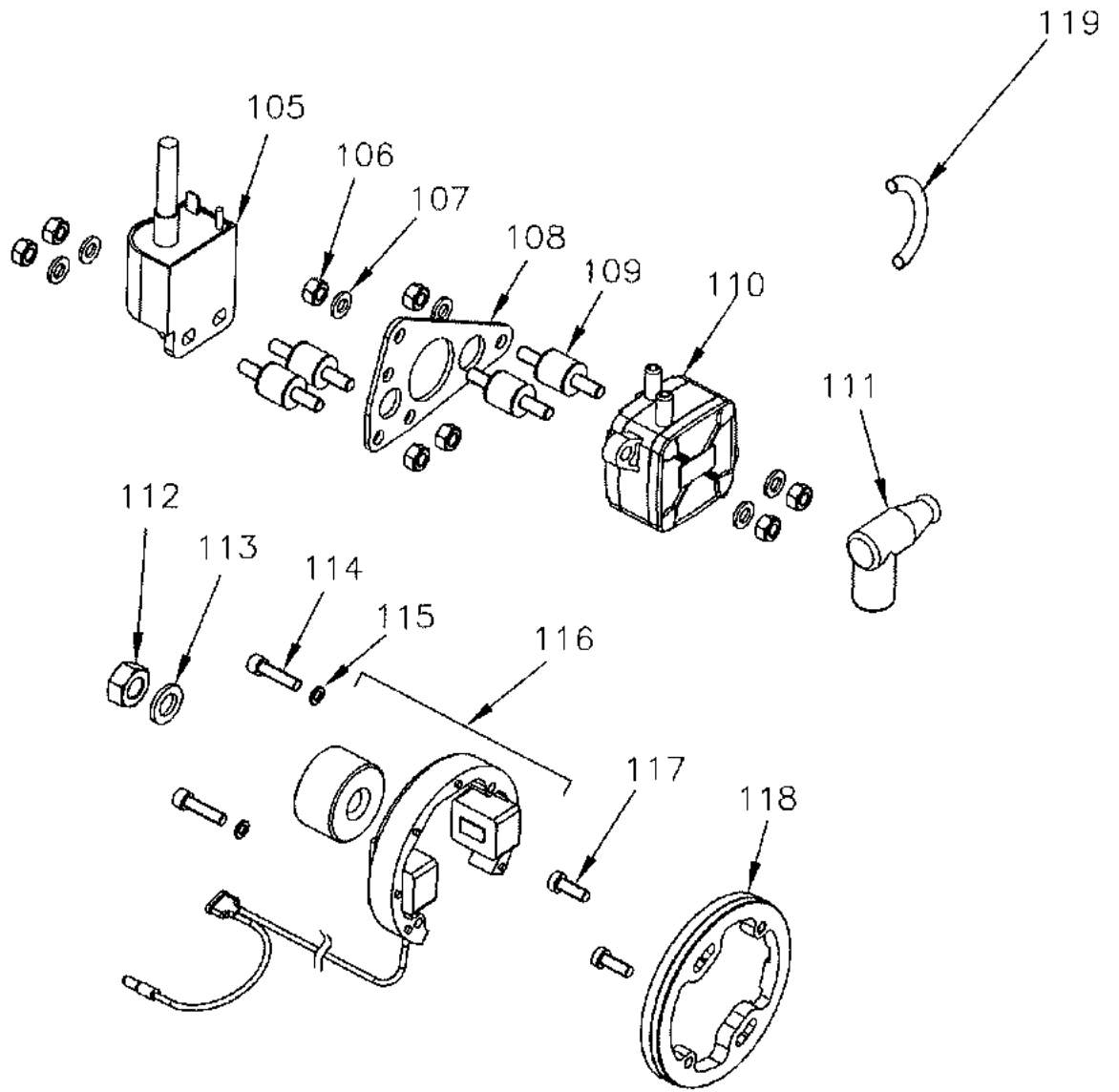
Number	Part Number	Description	Max. No.
32A	W050/MRC	Complete crankcase 60cc with bearings	1
33	V.TCE6X40	Socket head screw m6 x 40mm	1
34	V.TCE6X45	Socket-head screw m6 x 45mm	6
35	W075/1	Crankcase dowel 10 x 10,5 x 6,5mm	2
36	W10267	Copper gasket d. 8 x 12 x 1mm	1
37	W800	Depression pipe fitting m8 hexagonal	1
38	W300/MR	Main Bearings	2
39	W310	Oil seal 20 x 35 x 7mm double lip	2
40	W940/ROK	Starter Motor	1
41	W019	Cylindrical pin 6x18mm	2
42	W924	Roller Bearing	1
43	W916/ROK	Starter driving gear	1
44	W910/ROK	Starter driving gear cover	1
45	V.TCE6X20	Socket-head screw m6 x 20mm	2
46	W960/RKT	Transmission starter support	1
47	V.TCE6X30	Socket-head screw m6 x 30mm	4
48	V.TCE6X65	Socket head screw m6 x 65mm	2
49	W972/MR	O'ring starter support	1
50	W970/MR	Starter support D50mm	1
51	W975/MR	Starter support spacer	3





MINI ROK ENGINE SPARE PARTS

Number	Part Number	Description	Max. No.
64	W240/MR01A	Complete Piston 41,88mm	1
64	W240/MRO3A	Complete Piston 41,91mm	1
64	W240/MR06A	Complete Piston 41,93mm	1
64	M240/MR09A	Complete Piston 41,95mm	1
64	W240/MR11A	Complete Piston 41,98mm	1
64A	W260/MR95L	Piston ring 41,95mm	1
64A	W260/MR00L	Piston ring 42,00mm	1
64A	W260/MR05L	Piston ring 42,05mm	1
65	W280/MR	Circlip D12mm	2
66	W270/MRA	Piston pin	1
67	W140/MR	Crankshaft Half Stator side	1
68	W122	Ignition key 2,5 x 3,7 x 10mm	1
69	W220	BE Needle Bearing D18 x 24 x 15mm	1
70	W290/MR	LE Needle Bearing 12 x 16 x15,5mm	1
71	W200/1MR	Crankshaft crackpin D18 x 40,6mm	1
72	W230/MR	Conrod only MR	1
73	M522/10	Flathead screw m5 x 10mm	4
74	W160/MR	Nylon crankshaft stuffer	2
75	W121	Woodruff key 3 x 3,7 x 10mm	1
76	W150/MR	H.crankshaft Half sprocket side	1
77B	W190/MR	Complete conrod MR 60cc	1
77C	W130/1MR	Complete crankshaft mini ROK	1
79	W510/14	Socket-head screw m6 x 14mm	3
80	W1753/MR	starting driven gear 62T	1
81	W1766/1ROK	Cylindrical pin 6 x 10mm	1
82	W1751/KFC	Clutch rotor with pin	1
83	W1708	Belleville washer	1
84	W1727	Clutch body fix nut m16 x 1mm	1
85	W1726/1	Washer 2,0mm	1
86	W523/08	Flathead screw m5 x 8mm	2
87	W1773/MR2	Bare Clutch housing	1
88	W1766/ROK	Roller 5 x 5mm	1
89	W690/MR10C	Front Sprocket 10T	1
89	W690/MR11	Front Sprocket 11T	1
90	W1715	Clutch cage 12 x 15 x 15mm	1
91	W1777/1ROK	Clutch washer D10,1 x 18,8 x 2mm	1
92	W696/MR	Sprocket nut	1
93D	W1750/1MR	Compl.clutch rotor with gear	1
94E	W1763/MR10	Compl.clutch housing w/sprocket 10T	1
94E	W1763/MR11	Compl.clutch housing w/sprocket 11T	1
94E	W1763/MR12	Compl.clutch housing w/sprocket 12T	1

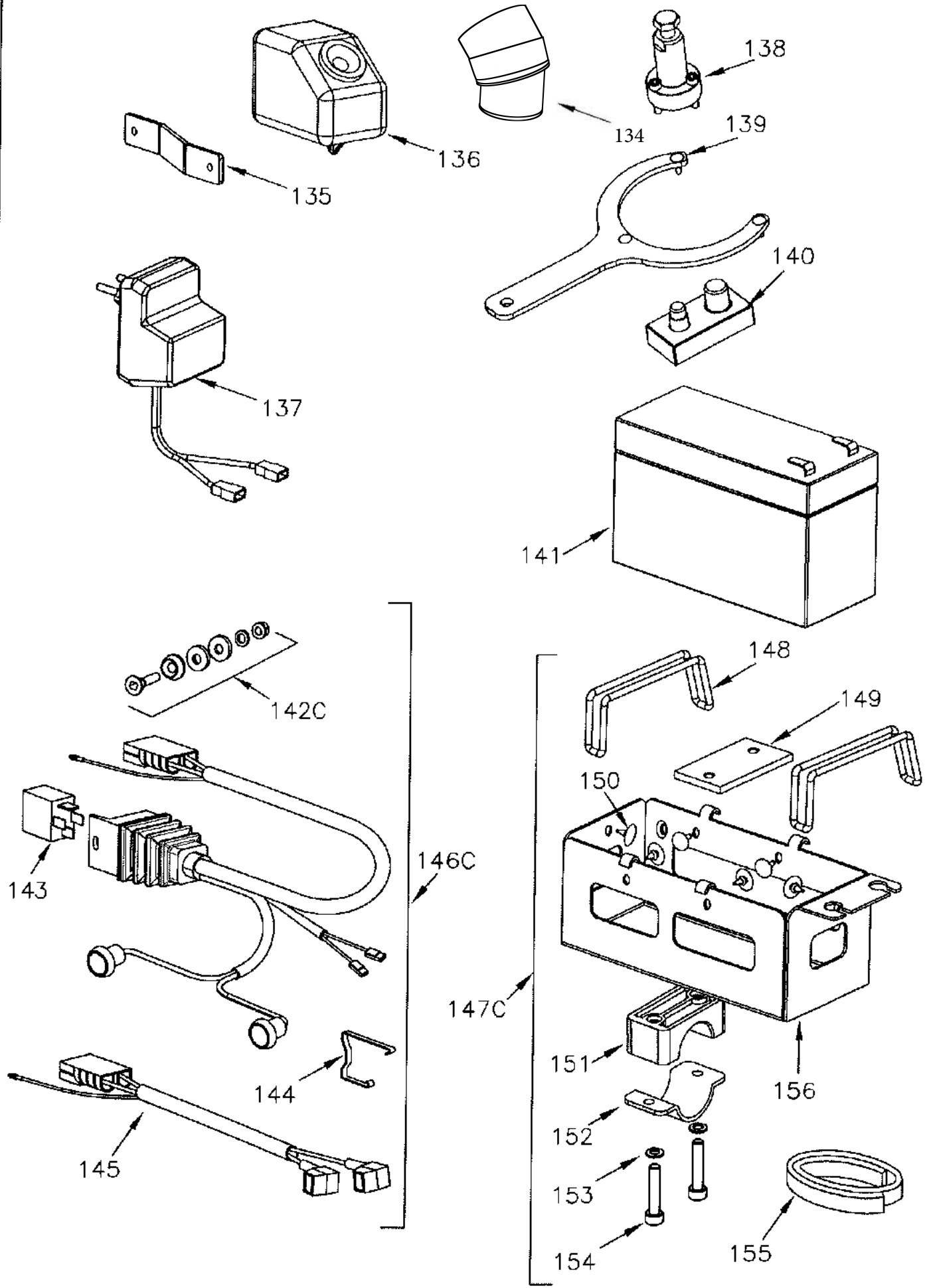


MiniROK 4



MINI ROK ENGINE SPARE PARTS

Number	Part Number	Description	Max. No.
105	W410/MR	Coil Mini Rok	1
106	W531/06	Nut m6 x 1mm	4
107	W570/12	Flat washer D6 x1 2 x 1,5mm	4
108	W2052/MR	Fuel pump support plate	1
109	W440	Coil fix. Silent - block	2
110	W11023	Vacuum pump	1
111	W420/2	Spark Plug Cap	1
112	W529/0108	Nut m10 x 1mm	1
113	W1777/MR	Ignition washer d.10,4 x 18 x 2mm	1
114	V.TCE5X20	Socket-head screw m5 x 20mm	2
115	W580/10	Washer D10 x 5,5 x 0,3mm	2
116	W407/MR	Ignition Mini Rok	1
117	W524/14	Screw m5 x 14mm	2
118	W068/MR	Ignition support	1
119	0074.C0	Fuel tube 6 x 9mm	1
121	W780/1MR	Exhaust MR 60cc	1
122	W10925	Muffler springs	2

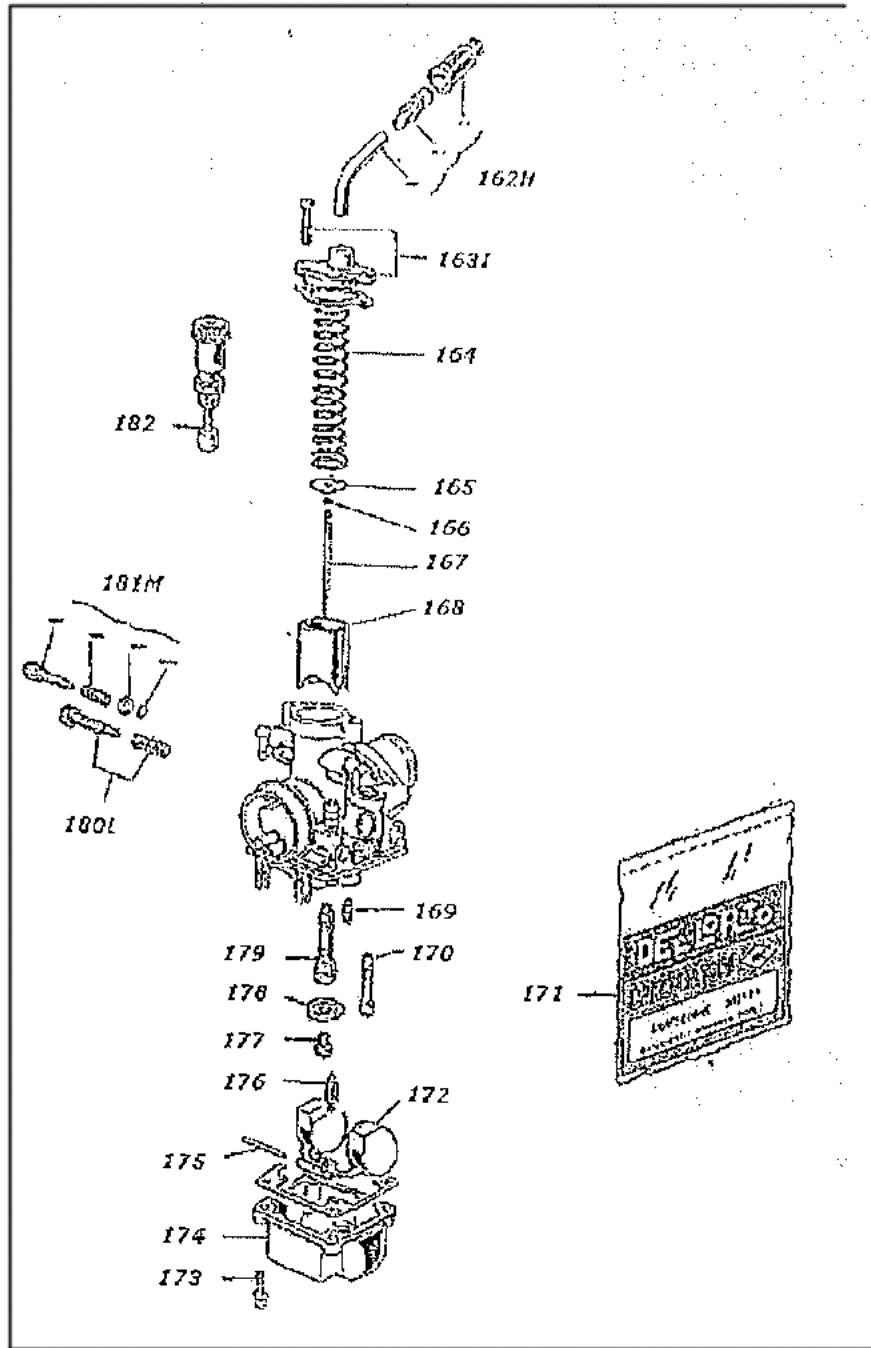




MINI ROK ENGINE SPARE PARTS

Number	Part Number	Description	Max. No.
134	W850/1AF	Air Filter Mini Rok AU	1
135	W856/MR	Mini rok filter support	1
136	W850/1MR	Airbox	1
137	W2130/ROK	Charger Italy	1
137	W2131/ROK	Charger Japan-U.S.A.	1
138	WA052/KF	Clutch puller	1
139	WA061	Clutch nut fix key	1
140	WA062	Sprocket disassembling tool	1
141	W991	Battery	1
142C	W2103/ROK4	Harness bolts and screw kit	1
143	W2119/ROK	Relay 12V - 70A	1
144	W2103/ROK3	Harness fixing clip	1
145	W2103/MROK2	Secondary wiring harness minirok	1
146C	W2103/MRKIT	Complete wiring minirok	1
147C	W2122/1MRC	Battery support w/brackets	1
148	0096.00	Belt	1
149	0274.A1	Threaded plate for engine	1
150	W2121/ROK	Accumulator support rubber	6
151	0274.A2B	Couple of nylon brackets D. 30	1
152	0274.A3	Iron bracket for battery supp.	1
153	R.P.6X11	Plain washer 6 x 11	2
154	V.TCE6X40	Socket-head screw m6 x 40	2
155	0274.A4	Sponge of battery's locking	1
156	0274.D0	Accumulator support	1

161V





MINI ROK ENGINE SPARE PARTS

Number	Part Number	Description	Max. No.
161V	W820/MR	Dellorto carburettor	1
162H	W53036-78	Tube 90° kit	1
163I	W53031-78	Carby Cap	1
164	W9597-61	Gas valve spring	1
165	W14958-21	Needle Retainer	1
166	W9596211	Circlip	1
167	W959523	Needle W23	1
168	W947540	Slide 40 x 64	1
169	W148850	Pilot Jet 50	1
170	W950160	Starter Jet 60	1
171	W52526-77	Gasket kit	1
172	W9450-80	Float	1
173	W11836-36	Float bowl screws	4
174	W9444-96	Float bowl	1
175	W9506-22	Float Pivot Pin	1
176	W283805	Fuel Needle	1
177	W148692	Main Jet 92	1
177	W148693	Main Jet 93	1
177	W148694	Main Jet 94	1
177	W148695	Main Jet 95	1
177	W148696	Main Jet 96	1
177	W148697	Main Jet 97	1
178	W9779-52	Surge Plate	1
179	W9511266	Spray nozzle 266	1
180L	W53027-78	Idle Screw Kit	1
181M	W53024-78	Air Screw Kit	1
182	W9538-64	Choke Plunger	1



7. CONTACTS

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