

MPL G50 & 7R ENGINE OPTION SPECIFICATIONS

STANDARD G50 ENGINE

All parts manufactured to 1962 specification with the aid of AMC factory drawings. Aluminium alloy crankcases fitted with alloy top hats line bored for perfect alignment. Needle roller drive side main bearings with oil seal, top quality timing side main bearings. The ultimate crankshaft assembly manufactured with larger integral mainshafts from EN36 forgings, pressed up 40mm needle roller big end. Carrillo con rod. Lightweight high compression Omega forged piston running in ceramic coated alloy bore. Big valve cylinder head with hard 'lead free' valve seats. Stainless valves controlled by coil springs with titanium collars running in Colsibro guides. Choice of camshaft profiles.

STANDARD 7R ENGINE

All parts are based on 1962 design, manufactured with the aid of AMC factory drawings. However all our 7R engines feature the G50 style lubrication system with external cambox feed hose and drain through the timing cover. Consequently all our 7R barrels, heads and camboxes are minus the oilways present in original pre 1963 engines, although the bosses are included in the castings to allow these oilways to be added if required.

Our standard 7R engines feature magnesium crankcases fitted with alloy top hats line bored for perfect alignment. Needle roller drive side main bearings with oil seal, top quality timing side main bearings. The ultimate crankshaft assembly manufactured with larger integral mainshafts from EN36 forgings, pressed up 40mm needle roller big end. Carrillo con rod. Lightweight high compression Omega forged piston. Cylinder head with hard 'lead free' valve seats. Stainless valves controlled by coil springs with titanium collars running in Colsibro guides. Choice of camshaft profiles.

92 BORE x 75mm STROKE ULTRA SHORT STROKE G50 ENGINE

Derived from our highly successful & reliable standard G50 engine, this engine is designed to give more power and faster acceleration with less weight, without sacrificing reliability. All parts are manufactured from original design castings.

Magnesium crankcases – unobtrusively strengthened. Lightweight 6.625” diameter crankshaft assembly on larger (1.125”) diameter mainshafts. Titanium conrod running on Ina bearing on 40mm crankpin, pressed up to crank assembly. Special 2 ring Omega piston, with 7/8 pin running in a 'Nikasil' ceramic bore in a shortened barrel. Nitrided piston rings & pin. Alloy head casting with hard 'lead free' valve seats, developed inlet port to suit 40 or 42mm carb. Twin spark plugs (10mm), 'Colsibro' valve guides. Stainless valves, special valve springs & titanium valve retainers. High performance camshaft. No mechanical tacho facility. Lightweight metric fasteners throughout. Engine $\frac{3}{4}$ ” shorter than standard G50. 'Red line' = 8.600rpm.