

New



4STROKE

MALLOSSI

Super T-Max

Malossi is proud to offer "Super T-Max," a completely new gamma of products for the most popular Yamaha Maxi-Scooter and like always "Made In Italy"!

Twin Cylinder, 4-Stroke 560 cc

Art. 3113666

€ 690.00

YAMAHA T MAX [4B5] 2008 -> 500 4t LC

Art. 3113687

€ 690.00

YAMAHA T MAX [5VU] inject. 2004 -> 500 4t LC



Specifications

- Bore: \varnothing 70 mm
- Stroke: 73 mm
- Displacement: 560 cc
- Compression Ratio: 1:12
- Max. HP @ 7800 RPM
- Twin Cylinder Single Block: Special Al-Si-Cu alloy, hardened and stress relieved
- Cylinder liners: Cermetal (Ni-Ca-Sil) coated and machined with extreme precision in our state of the art work cells
- Cross-honed at 110°/130°
- \varnothing 70 forged pistons pin \varnothing 15 with 3 piston rings: Special Al-Si-Cu alloy, hardened, shaped crown with valve reliefs, racing design, reinforced and lightened with constant wall thickness.
- Piston Rings (3):
 - 1st - Compression Ring: Chrome plated steel.
 - 2nd - Intermediate Ring: Phosphate coated steel.
 - 3rd - Oil Control Ring: 3-piece oil ring, (chrome plated steel rails, plus spring).

Twin Cylinder, 4-Stroke 560 cc

- Over 15% increase in power
 - Extreme reliability.
 - "Made in Italy" Technology.
 - Designed and manufactured in the Calderara di Reno, Italy facility
 - Malossi's engineering staff gave special attention in all phases, from design to manufacturing, as with all the products displaying this trademark.
- Yamaha's clean design single block, twin cylinder was modified by Malossi with significant changes and updates that allowed a substantial bore increase without compromising the original mechanical and thermal integrity. Of particular interest are the pistons, which are forged using a special alloy, analysed, and designed to withstand the working stresses due to extended use.
- Nothing was left to chance, from the gaskets to the lightweight, taper bore, high alloy steel gudgeon pin to the chromed plated and gas nitride steel piston rings. Every detail is a precious contribution in creating a very exclusive cylinder/piston set: a product for a discerning and well-informed customer!

Products to be used exclusively for racing in places specially designed for such activity according to the regulations of the competent sporting authorities. We accept no liability resulting from improper use.

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Double Power Cams

Art. 5913783

€ 790.00

YAMAHA T MAX [4B5] 2008 -> 500 4t LC

T MAX [5VU] inject. 2004 -> 500 4t LC

T MAX [5GJ] 500 4t LC



Exhaust valve camshaft



Intake valve camshaft

Double Power Cams

Camshafts are the most critical timing component in a 4-Cycle engine.

The camshafts, in fact, are assigned the tasks of controlling the air/fuel mixture in the combustion chamber by opening and closing the intake valves and also evacuating the exhaust gases by opening and closing the exhaust valves.

Malossi's Double Power Cams are fine-tuned to generate an optimum and progressive power increase if matched with Malossi's high compression pistons and original cylinder or an exponential increase in power if matched with Malossi's 560 cc big bore twin cylinder set.

Malossi has thought of both carburetted and electronic fuel injected scooters. In fact, first and second series, if equipped with Malossi's Double Power Cams, can produce noticeable power increases.

Malossi's Double Power Cams result from long and meticulous engine testing with our in-house dyno. The manufacturing process was achieved by our engineering department's scrupulous requirements, starting with the material selection to the high precision machining to the heat and chemical treating and finally to quality inspection and assembly.

Malossi S.p.A, always providing the highest quality service.

Specifications

Made of high alloy steel, casehardened, gas nitride, and ground with redesigned, high lift and re-profiled lobes.

Ø 66 forged pistons

Art. 3413706

€ 330.00

YAMAHA T MAX [4B5] 2008 -> 500 4t LC

T MAX [5VU] inject. 2004 -> 500 4t LC



→ Ø 66 forged pistons
pin Ø 15 with 3 piston rings
high compression for original cylinder

Specifications

- Forged Pistons: Special Al-Si-Cu alloy, hardened, shaped crown with valve reliefs, racing design, reinforced and lightened with constant wall thickness.
- Piston Rings (3):
 - 1st - Compression Ring: Chrome plated steel.
 - 2nd - Intermediate Ring: Phosphate coated steel.
 - 3rd - Oil Control Ring: 3-piece oil ring, (chrome plated steel rails, plus spring).