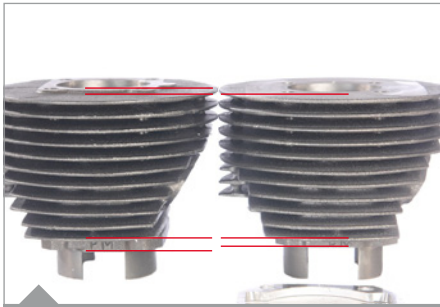


Mounting of a Vespa smallframe cylinder (POLINI 130cc)



On the left is an original POLINI 130cc cylinder (part no 1400050) on the right a cylinder that has been raised 5mm by Worb5, (part no 140005W5) with a suitable convertor gasket.



Through removing material from the base gasket surface area the transfer port have become noticeably larger and can supply a larger charge of fuel to the motor. Left: original POLINI Right: raised POLINI W5 version.



In order to mount the raised POLINI barrel the gasket spacer, also supplied with the kit, must also be included in the assembly.



Here you see the original POLINI barrel while the piston is at the bottom of its stroke (BDC). The transfers haven't been completely uncovered.



The raised POLINI at BDC, the transfer ports are completely open for improved port timings, a larger charge of fuel mix and higher rpm.

CONCLUSION Only after the cylinder has been raised the transfer ports can be opened fully by the piston, so allowing more fresh fuel gases to reach the area above the piston. The POLINI W5 has had material removed at both ends and a 5mm pack-up plate is included in delivery. The piston has been reworked, the transfer ports enlarged along with the exhaust port and a boost port has been added. All of these tuning measures correctly combined provide the maximum power output possible for this cylinder kit. Up to 15 PS are possible! Further improvement is possible with a 24mm carb. and a VSP 'Road' racing exhaust.

WARNING: To mount this reworked POLINI cylinder you will need to have your crankcase welded and machined to provide enough base gasket surface area due to the increased port surface area layout.