

catalog 2019



MALOSSI



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Super T-Max

YAMAHA		
T MAX ie 2004->2011	T MAX ie 2012->2016	T MAX ie 2017->

		500 4T	LC	530 4T	LC	530 4T	LC
	TWIN CYLINDER 4-STROKE 560 cc ALUMINIUM	3113687 2004->2007 € 699,66		3115423 € 699,66		3115423 € 699,66	
	Ø 66 FORGED PISTONS pin 15 with 3 piston rings HIGH COMPRESSION FOR ORIGINAL CYLINDER	3413706 € 343,20		-		-	
	DOUBLE POWER CAMME CAMSHAFT	5913783 € 790,00		5915981 € 826,00		5915981 € 826,00	
	OVER RANGE	6114885 € 571,78		6117135 € 493,68		6117745 € 493,68	
	MULTIVAR 2000 MHR	5114855 € 177,16		5117082 € 188,49		5117744 € 188,49	
	X KEVLAR BELT BELT	6114674 € 114,22		6116011 € 143,23		6118071 € 143,23	
	VENTILVAR 2000 HALF-PULLEY ALSO FOR ORIGINAL VARIATOR	6113806B € 64,88		6115285B € 64,88		6115285B € 64,88	
	TORSION CONTROLLER	2514227 € 45,00		2514227 € 45,00		2514227 € 45,00	
	TORQUE DRIVER MOBILE DRIVEN SPLIT PULLEY	6113495 € 202,98		6115289 € 209,10		6115289 € 209,10	
	VARIABLE-SPEED DRIVE ADJUSTER SPRING + 30 % VARIABLE-SPEED DRIVE ADJUSTER SPRING + 13 % VARIABLE-SPEED DRIVE ADJUSTER SPRING + 7 % VARIABLE-SPEED DRIVE ADJUSTER SPRING - 39 %	2914023.R0 € 15,16 2912772.W0 € 15,16 2914024.Y0 € 15,16 2914401.G0 € 15,16		2914023.R0 € 15,16 2912772.W0 € 15,16 2914024.Y0 € 15,16 2914401.G0 € 15,16		2914023.R0 € 15,16 2912772.W0 € 15,16 2914024.Y0 € 15,16 2914401.G0 € 15,16	
	RACING CLUTCH SPRINGS FOR ORIGINAL CLUTCH	2913327 € 18,39		2915602 € 18,39		2915602 € 18,39	
	DISK SET FOR ORIGINAL CLUTCH	5215401 € 92,56		5215608 € 106,08		5215608 € 106,08	
	MAXI WILD LION HOMOLOGATED EXHAUST SYSTEM	3212721 2001->2007 € 499,01 3217721 2008->2011 € 670,00		3216407 € 670,00		3217786 € 685,00	
	REAR SHOCK ABSORBER RS24 - RS24/10-R PATENTED OIL-GAS SHOCK ABSORBER	4613598 € 830,00		4613598 € 830,00		4618356 € 540,00	
	SUSPENSION BRACKET 25+ SHOCK ABSORBER BRACKET KIT	1813205 € 196,10		-		-	
	W BOX FILTER AIR FILTER	1413703 2001->2007 € 49,00 1414213 2008->2011 € 49,00		1414213 € 49,00		1418001B € 54,50	
	V FILTER AIR FILTER	0414614 € 423,84		0415216 € 47,97		0415216 € 47,97	
	RED CHILLI OIL FILTER OIL FILTER	0313639 € 7,88		0313639 € 7,88		-	
	WHOOOP DISC COUPLE FRONT BRAKE DISCS	6216320E 2004->2007 € 237,50 6213715 2008->2011 € 274,00		6216320E € 237,50		6216320E € 237,50	
	WHOOOP DISC REAR BRAKE DISC	6213319 € 129,50		6215594 € 134,00		6215594 € 134,00	
	BRAKE PADS MHR SYNT FRONT	6215029 2004->2007 € 22,65 6215022 2008->2011 € 17,68		6215022 € 17,68		6215022 € 17,68	
	BRAKE PADS MHR SYNT REAR	6215026 € 23,81		6215030BS € 18,75		6215030BS € 18,75	
	RACING BRAKE LINE KITS	2213103 2004->2007 € 175,00 2214135 2008->2011 € 252,20		2215529 € 214,00		-	
	MHR SCREEN	4515361 2001->2007 € 68,90 4517810 2008->2011 € 70,00		4516328 MHR € 70,00 4515359 SPORT € 65,00		4517841B € 70,00	



TMAX CUP is the crown jewel of 4-stroke Malossi Trophies. Performance, higher level race tracks and a large starting grid for extraordinary and amusing races.



T-MAX reaches 560 cc thanks to the Malossi kit which enables explosive performances during long-lasting racing season!

DISPLACEMENT 560CC

SET UP

- FULL ENGINE KIT
- OverRange transmission
 - Maxi Wild Lion exhaust with pipes
 - 560 cc twin-cylinder
 - Power Cam camshafts
 - Air and oil filters
 - Force Master 3 CDI
 - Wind screen

SHOCK ABSORBER KIT AND BRAKE

- Mono shock-absorber
- Fork kit
- Brake discs and pads

ADMITTED VEHICLES

- YAMAHA T-Max 500 models from 2008 to 2011 included
- YAMAHA T-Max 530 models from 2012 to 2014

RACING TRACKS

- Modena (MO)
- Cervolina (PV)
- Magione (PG)
- Varano de' Melegari (PR)
- Vallelunga (Roma)

PROMOTION

- Full engine kit: 3.500,00 € special net price
- Shock-absorber kit and brakes: 1.700,00 € special net price
- For those riders who will play all the races - engine kit will be refunded of 1000 €
- shock-absorber kit and brakes will be refunded of 500 €

RACING FORMULA

Registration as individual rider or as team up to 5 riders per season

RACE REGISTRATION COST

€ 180,00 (season pass for 6 races = 800,00 €)

ADMITTED FMI LICENCES

Speed, Elite Speed

FINAL PRIZE MONEY

- 1st classified = 2.500,00 € - 2.000,00 € net
- 2nd classified = 1.875,00 € - 1.500,00 € net
- 3rd classified = 1.250,00 € - 1.000,00 € net

On official Trofei Malossi website there will be the race rules together with the definitive list of the tracks after the FMI approval. The organizer reserves the right of possible modifications to the calendar or to the prize money before the beginning of the season. The prize money as above mentioned will be valid only for those who will adopt official Malossi colors for their scooters. In case of different colors, the prizes can be found in the available rules on trofei.malossi.com website. The organizer reserves the right to change the mentioned conditions at any time



ALL THE FEATS of Malossi riders are broadcast live on Facebook, reaching an audience of thousands connected ALL OVER THE WORLD.

The technical **SET-UP** is the same for everyone: only the fitting of Malossi kit is allowed, without any further tuning or complications. May the best rider win!



THE KIT for stock fork together with Malossi rear mono shock-absorber make possible impressive banking like this one!



Equal **PERFORMANCES** for all the riders mean same chances of fun and victory. Before the season begins all the T-Max are tested at Malossi premises as to be punched. This procedure along with strict and accurate technical tests make all the riders respect the rules and perform the most spectacular races.

TWIN-CYLINDER 4-STROKE 560 cc.
3113666 - 2008-> 2011 € 699,66
3113687 - 2004-> 2007 € 699,66



**TC UNIT O₂ controller
lambda emulator**
5514747 € 89,00



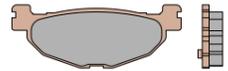
4 STROKE VALVE
2715092 € 164,80
 Intake valves.
 Exhaust valves.

**FORCE MASTER 2
electronic controller (injection)**
5514756 - 2008-> 2011 € 271,19
5514854 - 2004-> 2007 € 255,84

MAXI WILD LION HOMOLOGATED
3217721 - 2008-> 2011 € 670,00
3212721 - 2001-> 2007 € 499,01



**WHOOOP DISC
rear brake disc**
6213319 € 129,50



**BRAKE PADS MHR SYNT
rear homologated**
6215026 € 23,81



SUSPENSION BRACKET 25+
1813205 € 196,10

REAR SHOCK ABSORBER RS24
4613598 € 830,00



**POWER TRANSMISSION MHR
z 26/40**
6714757 € 265,00



**POWER TRANSMISSION SPORT -
z 26/40 for original chain**
6714418 € 148,00

**FORGED PISTON Ø 66
PIN Ø 15 3 RINGS
FOR ORIGINAL CYLINDER**
3413706 € 343,20



DOUBLE POWER CAMME
5913783 € 790,00



**Transmission system
OVER RANGE - 6114885** € 571,78

MULTIVAR 2000 MHR NEXT
5114855 € 177,16

TORSION CONTROLLER
2514227 € 45,00

VENTILVAR 2000
6113806B € 64,88

X K BELT **TORQUE DRIVER**
6114674 € 114,22 **6113495** € 202,98



MHR SCREEN
4515361 - 2001-> 2007 € 68,90
4517810 - 2008-> 2011 € 70,00

VARIABLE-SPEED DRIVE ADJUSTER SPRING
 € 15,16

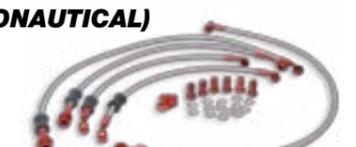
Silicon-steel springs with high carbon content, heat-treated, dynamically balanced, kiln painted and designed and calculated for each specific application.



**SPRING PRE-LOAD
REGULATION KIT
FOR ORIGINAL FORK**
2015460 - 2008-> 2011 € 147,46

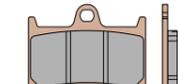


**HOSE KIT (front/rear)
for MHR BRAKE (AERONAUTICAL)**
 2008-> 2011
2214135 € 205,20
 2004-> 2007
2213103 € 175,00



BRAKE PADS MHR SYNT front homologated
 2004-> 2007

6215029 € 22,65
 2008-> 2011
6215022 € 17,68



**WHOOOP DISC COUPLE
front brake disc**
6213715 - 2008-> 2011 € 274,00
6216320E - 2004-> 2007 € 237,50



RACING SPRING SET
2913327
 € 18,39



V FILTER
0414614 € 43,84



**RED CHILLI
OIL FILTER**
0313639 € 7,88



W BOX FILTER
1413703 - 2001-> 2007 € 49,00
1414213 - 2008-> 2011 € 49,00



**DISC SET
for original clutch**
5215401 € 92,56

YAMAHA T-Max 500 ie 4T LC 2004->2011

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.

Transmission system
OVER RANGE - 6117135 - € 493,68

MULTIVAR 2000 MHR
5117082 € 188,49

TORSION CONTROLLER
2514227 € 45,00

TORQUE DRIVER
6115289 € 209,10

VENTILVAR 2000
6115285B € 64,88

X K BELT
6116011 € 143,23

2914023.R0 2912772.W0 2914024.Y0 2914401.G0

+ 30% + 13% + 7% - 39%

Rigidity compared to the original

VARIABLE-SPEED DRIVE ADJUSTER SPRING
€ 15,16

Silicon-steel springs with high carbon content, heat-treated, dynamically balanced, kiln painted and designed and calculated for each specific application

MAXI WILD LION
3216407
€ 670,00

BRAKE PADS MHR SYNT
rear homologated
6215030BS
€ 18,75

WHOOOP DISC
rear brake disc
6215594
€ 134,00

RED CHILLI OIL FILTER
0313639
€ 7,88

V FILTER
0415216
€ 47,97

W BOX FILTER
1414213 € 49,00

REAR SHOCK ABSORBER RS24
4613598 € 830,00

RED FILTER E19
0417225 € 101,85

RACING SPRING SET
2915602 € 18,39

DISC SET
for original clutch
5215608 € 106,08

SPRING PRE-LOAD REGULATION KIT FOR ORIGINAL FORK
2015460 € 147,46
2012->2014

Prices EXCL. TAX

TC Unit O₂ controller lambda emulator
5515720 € 95,00

SCREEN
4516328 € 70,00 - MHR
4515359 € 65,00 - SPORT

Twin-Cylinder 4-stroke 560 cc.
3115423 - € 699,66

DOUBLE POWER CAMME
5915981 € 826,00

Force Master 3 electronic controller (injection)
5515730 € 332,00

MHR INTAKE HORNS PAIR for ORIGINAL THROTTLE BODY
0516195 € 155,00

HOSE KIT (front/rear) FOR MHR BRAKE (AERONAUTICAL)
2215529 € 214,00

BRAKE PADS MHR SYNT front
6215022 € 17,68

WHOOOP DISC COUPLE front brake disc
6216320E € 237,50



YAMAHA
T-Max 530
ie 4T LC 2012->2016

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.

MULTIVAR 2000 MHR
5117744 € 188,49

TORQUE DRIVER
6115289 € 209,10

VENTILVAR 2000
6115285B € 64,88



Transmission system
OVER RANGE - 6117745
€ 493,68



Twin-Cylinder 4-stroke 560 cc.
3115423 - € 699,66



**TC Unit O₂ controller
lambda emulator**
5515720
€ 95,00



VARIATOR ADJUSTER SPRINGS
€ 15,16

Silicon-steel springs with high carbon content, heat-treated, dynamically balanced, kiln painted and designed and calculated for each specific application

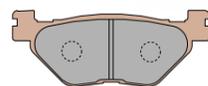


MAXI WILD LION
3217786
€ 685,00

**WHOOOP DISC
rear brake disc**
6215594 € 134,00



**REAR SHOCK ABSORBER
RS24/10-R**
4618356 € 540,00



**BRAKE PADS MHR SYNT
rear homologated**
6215030BS € 18,75

V FILTER
0415216
€ 47,97



W BOX FILTER
1418001B € 54,20



X K BELT
6118071 € 143,23

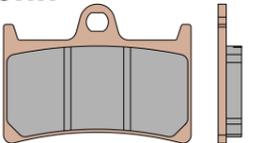
TORSION CONTROLLER
2514227 € 45,00

MHR SCREEN
4517841B
€ 70,00

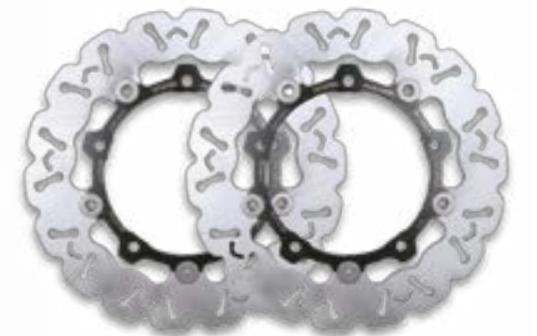
DOUBLE POWER CAMME
5915981 - € 826,00



**BRAKE PADS MHR SYNT
front**
6215022
€ 17,68



YAMAHA T-Max 530 ie 4T LC euro 4 2017->



**WHOOOP DISC COUPLE
front brake disc**
6216320E € 237,50

DISC SET for original clutch
5215608
€ 106,08



RACING SPRING SET
2915602 € 18,39



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NEW



Super T-Max

Malossi is proud to present the "Super T-Max", a complete and totally Made in Italy review of the most famous Yamaha Maxi Scooter!

3113666 * € 699,66

YAMAHA T MAX 500 ie 4T LC 2004->2011

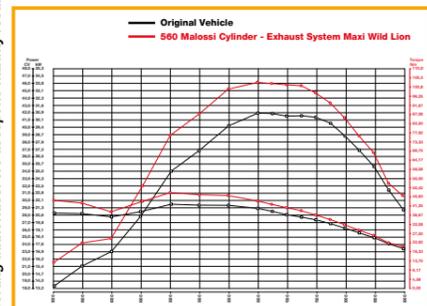
(*) Also for vehicles 2004-> 2007 with hydraulic chain tensioner

3113687 € 699,66

YAMAHA T MAX 500 ie 4T LC 2004->2007

3115423 € 699,66

YAMAHA T MAX 530 ie 4T LC 2012->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



Specifications

- Bore: Ø 70 mm
- Stroke: 73 mm
- Displacement: 560 cc
- Compression Ratio: 1:12 Max
- HP @ 7.800 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°
- Ø 70 forged pistons, pin 16 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!



NEW



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.

5913783 € 790,00

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003

5915981 € 826,00

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



Exhaust valve camshaft



Intake valve camshaft

3413706 € 343,20

YAMAHA T MAX 500 ie 4T LC 2004->2011

**ø 66 forged piston
pin 15 with 3 piston rings**
high compression for original cylinder

Technical Characteristics

- 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).



FORCE MASTER



Force Master's launch, it is renewed!

Besides its improved fuel curves, efforts from Malossi's technical staff resulted with a rev limiter increase of 1,000/1,500 RPM depending on the vehicle, making **Force Master** an even higher performing ECU!

Force Master allows to change the injection in order to fit perfectly the Malossi 4-stroke and original cylinders.

- Carburation adjusting
- ± 20% at min/medium/max
- RPM limiter : + 700 RPM
- 4 different maps

5514756 € 271,19

YAMAHA T MAX 500 ie 4T LC 2008->2011

5514854 € 255,84

YAMAHA T MAX 500 ie 4T LC 2004->2007



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CDI	CDI version	Limitater RPM		MAPS	Exhaust system	Cylinder	Ø KIT	CC	Head	Camshaft	Filter
5514756 € 271,19	Force Master 2	Original 8.700	Malossi 9.400	curve 0	Malossi	original			original	original	Malossi
				curve 1	Malossi	original			original	Malossi	Malossi
				curve 2	Malossi	Malossi			original	original	Malossi
				curve 3	Malossi	Malossi			original	Malossi	Malossi
5514854 € 255,84	Force Master 2	Original 8.700	Malossi 9.400	curve 0	Malossi	original			original	original	Malossi
				curve 1	Malossi	original			original	Malossi	Malossi
				curve 2	Malossi	Malossi			original	original	Malossi
				curve 3	Malossi	Malossi			original	Malossi	Malossi

TC Unit O₂ controller

lambda emulator

We suggest to use the O2 controller to further optimize both carburetion and performances in transistors.

In latest generation motorcycles, thanks to lambda sensor, the CDI can rectify the fuel quantity to be injected in order to reach a constant carburetion even in Closed Loop area. The O2 controller permits to totally control the carburetion as to obtain the best air/fuel ratio.

Malossi Lambda emulator is a device able to simulate signals from lambda sensor which original CDI is expected to receive. In this way, original lambda sensor is used to obtain best carburetion without the original CDI noticing failures or mistakes.

5514747 € 89,00

YAMAHA T MAX 500 ie T LC 2004->2011

5515720 € 95,00

YAMAHA T MAX 530 ie 4T LC 2012->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



FORCE MASTER 3

Electronic control module (injection)



5515730 € 332,00

YAMAHA
T MAX 530 ie 4T LC 2012->2016 (J409E)



Particular attention was paid to improvement of the user interface by introducing a graphical display that shows the main functional parameters of the device:

- Firmware version.
- System status.

• Position of carburetion correction switches:

LOW RPM.



HIGH RPM.



MID RPM.



• Map used.



• Status of diagnostics..



• TPS calibration.



• Engine revolutions.



• TPS status.



LIMITLESS

Have you heard of the theory that argues we use only twenty per cent of our brain? **With Force Master 3 you'll use a hundred per cent... of your engine!**

To improve our most advance control module, we designed with vision, starting with the milestones achieved so far. Thus was conceived Force Master 3, a futuristic control module both in hardware and in software.

LAMBDA MODULATOR

The original control module of the scooter, for analysis of the air/fuel ratio and to adjust the carburetion accordingly, normally interfaces with the lambda sensor installed on the silencer Force Master 3 intercepts the signal of the original sensor, sending to the primary control module the values produced by a "virtual" lambda and allowing dynamic and customised management of the air/fuel ratio in all the moments for which the original system would be programmed to analyse the results of the lambda sensor. **It has finally becomes possible to manage the air/fuel ratio of the carburetion between the idle and transmission zones**, essentially for all those rpm and for those conditions in which control of the operations of the lambda might prevent intervention . Thanks to a highly evolved circuit, the electrical disturbances normally present on the throttle position signal are removed in such a way as to allow more precise identification of its real degree of opening and significantly improving response times, all to the advantage of the performance and efficiency of the engine.

HARDWARE AND INTERFACE

Accompanying a hardware, there therefore needs to be a microprocessor with very high computing power that would enable the Malossi technicians to introduce new software strategies and to take advantage of all the Force Master 3 potentials.



Technical features:

- Fuel adjustment
- ± 14% at LOW / HIGH / MID
- RPM limiter : + 1000 RPM
- 8 different maps
- Lambda emulator
- Temperature range = -20°C +80°C
- Minimum working voltage = +7V
- Maximum working voltage = +16V
- Average current consumption < 200mA
- Environmental protection = IP65

Force Master 3 is equipped with a Can bus to which possible expansions can be applied in future:

- Autotuning via external linear lambda
- Module for ignition phase control
- The ability to update maps by the user via communication tools

THE FORCE MASTER LEGACY

The incredible innovations of Force Master 3 alongside the peculiarities that have placed all the models of the Malossi control modules at the forefront:

- Fuel calibration +-250%
- Fuel correction levels 8 * 20 break
- Fuel management during engine heating
- Programmable acceleration pump
- Extension operation beyond rev limiter
- Where possible, engine parameters reading via the K-Line KWP2000
- User carburetion compensation, by means of three external trimmers, ± 14% min/average/max
- Immunity from electromagnetic disturbances present on the vehicle
- Cabling with cables and sheathing compatible with oils and hydrocarbons with temperature range -20 +150°C



EIGHT MAPPINGS

The 4 maps available on the Force Master 2 have become 8 in Force Master 3! Double the choice ensures the certainty of always finding the right mapping in relation to the various combinations of Malossi products installed on your scooter! The Malossi technicians have studied every single mapping to offer the end user the optimal solution for each style of processing, developing them with sufficient accuracy to ensure consistency of performance in the most diverse conditions: a genuine electronic prodigy!

MAPS	Cylinder	Exhaust system	Filter	Camshaft	Head	Throttle	Air Intake system
• Curve 0	Original	Malossi with db-killer	Original	Original	Original	Original	Original
• Curve 1	Original	Malossi with db-killer	Original	Malossi	Original	Original	Original
• Curve 2	Malossi 560	Original	Original	Original	Original	Original	Original
• Curve 3	Malossi 560	Malossi with db-killer	Malossi	Original	Original	Original	Original
• Curve 4	Malossi 560	Malossi with db-killer	Malossi	Malossi	Original	Original	Original
• Curve 5	Malossi 560	Malossi without db-killer	Malossi	Malossi	Original	Original	Original
• Curve 6	Malossi 560	Malossi without db-killer	Malossi	Malossi	With enhanced pipes	Enhanced	Original
• Curve 7	Malossi 560	Malossi with db-killer	Malossi	Malossi	Original	Original	Malossi

MULTIVAR 2000 MHR

Malossi technical staff has worked to further improve one of his must-have products, a point of reference for all T-Max enthusiasts: the legendary MHR Multivar for Yamaha T Max!

The variator has been improved to renew the transmission system as well as to exploit its extraordinary technical features: so we have come out with **Multivar MHR**. This new variator is the evolution of the previous generations, born from the very experience drawn from race tracks and from modern Cad-Cam technology; it allows to achieve the highest performance results.

As you can see from the gear curve, our technicians concentrated on further widening the gear range, especially the short gear, thus achieving more acceleration and pick-up as well as improving consistency in shifting. The number of revolutions instead remains nearly unvaried during the whole shifting.

We have even done better: the clearance between hub and bushing was further reduced and surface roughness minimized, in order to create a really incomparable variator!

5114855 € 177,16

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011

5117082 € 188,49

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)

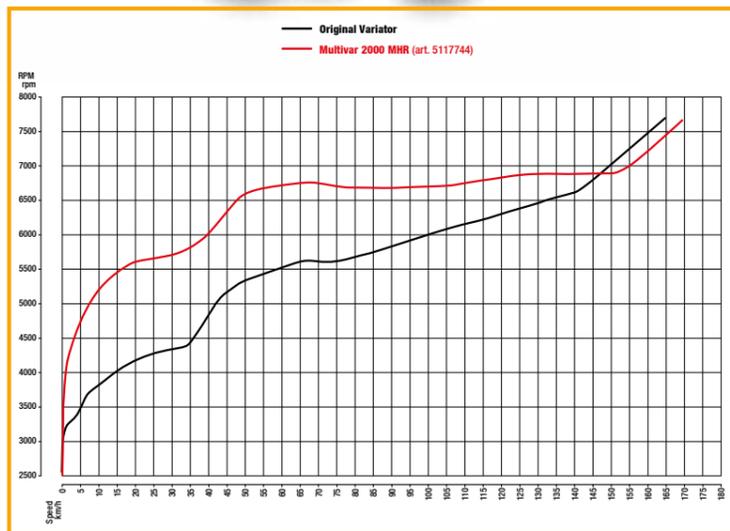
5117744 € 188,49

YAMAHA T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



Technical specifications

- Further widened gear range (especially short gear)
- Improved shifting consistency
- Hard anodized - black
- Modified roller guides to allow greater operational linearity while maintaining maximum power
- Case-hardened and ground machined steel sliding bushing
- Hardened, ground machined, chromed steel hub
- New one-piece rollers with a better performing compound
- Supplied with two different roller sets and two shims in order to change the number of revolutions of the gear curve of your vehicle perfectly adjusting its speed and acceleration



OVER RANGE

Thus, the Over Range is renewed as well: new variator and new belt!

This new system is based on **Multivar MHR**, which matched with the other parts - allows to achieve really unique performances!

The **torque driver** (movable pulley) has a larger diameter compared to the original one and the very latest specifications, allowing to have a greater velocity-ratio range compared to the original pulley.

Malossi engineers have also taken particular care in realising this pulley right down to the smallest detail, using special materials and a particular type of thermochemical treatment that ensures exceptional surface hardness and therefore excellent wear and abrasion resistance.

In order to fully exploit the range of the new torque driver unit and the power ratings currently offered by competition machines, the new notched **X K Belt MHR** has been introduced to ensure maximum performance under all running conditions.

The **fixed half-pulley** completes the OVER RANGE: this component features a diamond finish of the belt-side pulley surface and are designed working angle to further increase the gearing range.

The whole completion of OVER RANGE system is given by the **torsion controller**.

6114885 € 571,78

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011

6117135 € 493,68

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)

6117745 € 493,68

YAMAHA T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



VENTILVAR 2000

The new fixed half-pulley for the Yamaha T-Max features a diamond finish of the belt-side pulley surface and a redesigned working angle to further increase the gearing range.

This component completes the Multivar and renders it unparalleled!

Suitable even to original variator.

6113806B € 64,88

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003

6115285 € 64,88

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



Note: In the event that the Ventilvar is coupled with the Multivar MHR, **ABSOLUTELY DO NOT USE** the spacers supplied with the variator kit, this would create interference between the belt and engine case.

X K BELT MHR

New MHR X K Belt is now available for even better performances!

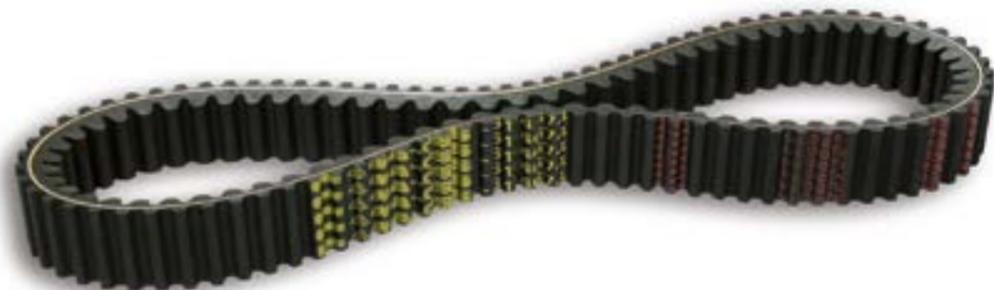
After the coming of 560 cc bi-cylinder, Malossi technicians, not satisfied yet with the reached results, went on searching new materials and they set up this new belt: the highest technology so far available on the market!

6114674 € 114,22

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003

6118071 € 143,23

YAMAHA T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



TORQUE DRIVER

Mobile driven split pulley

The mobile driven split pulley comes from our racing department's many years of experience, and is manufactured with the best possible special nitrided steels in order to ensure a long life.

This component called Torque Driver for its specific function of determining the exact shifting moment, was calculated to give the vehicle the maximum possible acceleration in connection with the specific power of any single engine. The spiral's peculiar shape was studied to fix the RPMs on the point of maximum power. It was expressly created to complete the development of boosted motors with our cylinders, variators and the special Malossi K Belts, allowing to fully exploit your vehicle's notable torque and power.

The new Malossi mobile driven split pulley ensures, on boosted vehicles, extraordinary acceleration and an extremely progressive and fluid torque output to the wheel. The tracks on the Malossi mobile driven split pulley were studied and designed on CAD-CAM systems and machined on CNC machine tools in order to guarantee total interchange ability with the original component and extremely high machining accuracy.

This new Malossi product is a concentrate of today's state-of-the-art technology.

DuPont™ and Kevlar® are trademarks or registered trademarks of E.I. du Pont de Nemours and Company.

6113495 € 202,98

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003

6115289 € 209,10

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



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.

TORSION CONTROLLER

Antifrictional centring adapter for variator adjuster spring

A secret from Malossi's racing department.
Light, perfect: Simple in design while maintaining high tech specifications.
The design and materials used are patent registered.

Abstract from Malossi's Engineering R&D department archives:
CVT Transmission Systems.

Title
Variable-Speed Drive Adjuster Spring.

Objective
Reduce vibrations and create a stable transmission system subjected to any rotational speed and temperature environment.

Design Considerations
We have examined various systems, in theory and in practice, utilising roller and cylindrical thrust bearings commercially available, however the results proved unsatisfactory. Other metallic prototypes with alternative systems were tested without success. Only after exhausting lab testing and racetrack testing was the Torsion Controller developed and fine-tuned.

Thesis
The above mentioned component solves the following problems.
1) During gear changes, within the rear pulley system, the rear movable split pulley (Torque Driver) axially slides along the fixed split pulley's hub while slightly rotating. This rotation induces a torque onto the adjuster spring. In some cases the adjuster spring loses adherence with the clutch plate (metal on metal-dry), in other cases instead, the adjuster spring remains fixed to the clutch plate. This situation, therefore, results in randomly different adjuster spring forces.
2) The centrifugal forces developed due to high rotational rates cause the adjuster spring to deform and create an unbalanced situation and therefore undo vibrations, annoying to the rider and damaging to the engine, and above all, resulting with inconsistent gear change curve.

Conclusion
After extensive bench and racetrack testing, this component is approved for all types of scooters with flying colours!



2514227 € 45,00

- YAMAHA** T MAX 500 ie 4T LC 2004->2011
T MAX 530 ie 4T LC 2012->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX (carb.) 500 4T LC 2001->2003
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



ADJUSTER SPRING for VARIATOR MAXI SCOOTER

Springs for Multivar and original variator

Silicon-steel springs with high carbon content, heat-treated, dynamically balanced, kiln painted, designed and calculated for each specific application.

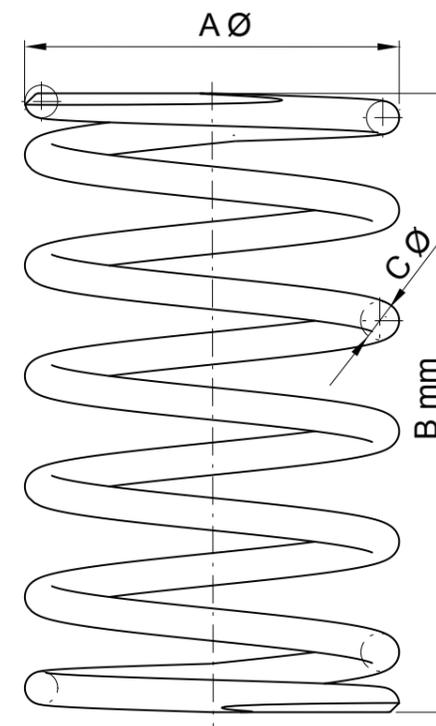


.R0 Red

.W0 White

.Y0 Yellow

.G0 Green



- YAMAHA** T MAX 500 ie 4T LC 2004->2011
T MAX 530 ie 4T LC 2012->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX (carb.) 500 4T LC 2001->2003
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)

ATTENTION:
a complete description of the spring desired is needed when ordering.

Exemple **2916465.R0** Red

CODE	€	SPRING SIZES			(K) = spring stiffness
		A Ø	B mm	C Ø	
2914401.G0	15,16	70,30	156,5	5,5	6,81k
2914024.Y0	15,16	70,50	138	6	9,78k
2914023.R0	15,16	70,50	126	6,5	13,79k
2912772.W0	15,16	71	129	6	11,95k

DISC SET for Original Clutch

The new Malossi clutch kit was born from the experience gained in the TMax Trophy.

In fact this new range of clutch discs has been developed directly on the race track and it's the outcome of long-standing racing experience. It perfectly suits the features of your scooter, thus providing maximum efficiency and optimized performance!

The kit includes three sets of contrast springs (easily recognizable by their different colors indicating the load capacity of each spring set) which allow to optimally calibrate your vehicle, thus permitting up to a 500 rpm clutch engagement with 150 rpm increments per spring type.

Technical features

- Discs finished with materials containing special fibers without asbestos
- Developed to work in oil bath
- Optimized according to heat resistance and engagement progression
- Provided with 3 sets of pre-hardened carbon steel springs with high yield strength, galvanically treated for extended protection

5215401 € 92,56

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003

5215608 € 106,08

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



RACING SPRING SET for Original Clutch

Pre-hardened carbon steel springs for original clutch, with high yield strength, galvanically treated for extended protection.

The different colouring indicates the load capacity of each spring series. The spring kit permits up to a 500 rpm clutch engagement with 150 rpm increments per spring type.



2913327 € 18,39

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003

2915602 € 18,39

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)

K-DRIVE MALOSSSI

Pinion and Crown

Malossi K-DRIVE is a lighter gear ratio than the original for the Yamaha Tmax 530.

Characterised by a sought-after appearance, the K-DRIVE crowns and pinions have different ratios to satisfy all the rider's requirements.



Pinion

6117912B z 24
6117913B z 27 € 230,00
6117914B z 28
6117915B z 29

Crown

6117916B z 56
6117917B z 57 € 245,00
6117918B z 58

YAMAHA

T MAX 530 ie 4T LC euro 4 2017->
T MAX DX 530 IE 4T LC EURO 4 2017-> (J415E)
T MAX SX 530 IE 4T LC EURO 4 2017-> (J415E)

TECHNICAL SPECIFICATIONS

K-DRIVE PINION

The pinions are made from aluminium with hard oxidisation 25 microns deep.

With this treatment Malossi has maintained a particularly light shape of the piece whilst guaranteeing high wear resistance.

The central hub is made from a special steel alloy, not heat treated in order to avoid making it too hard and thus causing friction problems with the motor transmission shaft.

The following tooth options are proposed z.: 24. 27. 28. 29.

K-DRIVE CROWN

The crowns are made from aluminium subjected to hard oxidisation and are coloured black.

With this treatment, Malossi has maintained a particularly light shape of the piece whilst guaranteeing high wear resistance.

The teeth are shaped by using a special moulded tool to make the motor transmission with the belt smooth and silent.

The teeth available are z. 56, 57, 58.

The markings are made on the red anodised sheets, screwed to the gear that holds the belt.

Coupling table K DRIVE crown/pinion			
Pinion	Crown	Ratio	% Ratio
24	59	2,458	- 8.3%
26	59	2,269	Originale
26	58	2,230	+ 1.7%
27	59	2,185	+ 3.7%
27	58	2,148	+ 5.3%
27	57	2,111	+ 6.9%
28	59	2,107	+ 7.1%
28	58	2,071	+ 8.7%
29	59	2,034	+ 10.4%
28	57	2,035	+ 10.4%
28	56	2,000	+ 11.9%
29	58	2,000	+ 11.9%
29	57	1,965	+ 13.4%
29	56	1,931	+ 14.9%

Attention: the combinations shown in this table are the only possible combinations, otherwise the toothed belt would be either too short or too long.

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.

POWER TRANSMISSION SPORT

z 26/40 for ORIGINAL CHAIN

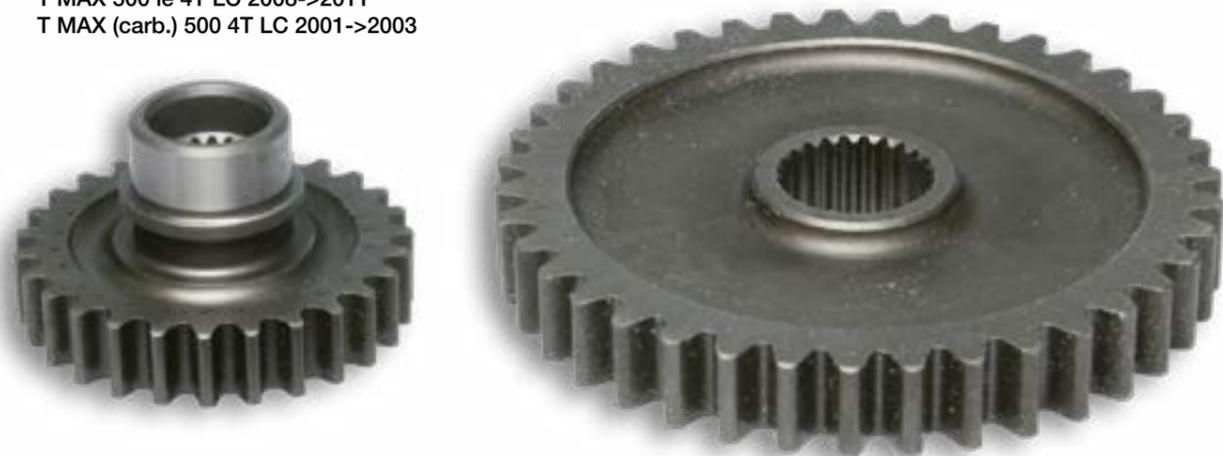
With Malossi it's now possible to lengthen the gear keeping the original chain!

Very new gear sets which lengthen the pitch of about 7%; they must not be confused with Power Transmission MHR system art. 6714757.

This Sport version must be used only with the original chain since Malossi racing chain is narrower and it doesn't accept original or similar gears.

6714418 € 148,00

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003



POWER TRANSMISSION MHR

Mhr Power Transmission, art. 6714757, is a Malossi project:

HTQ Z 26/40 pinion and ring gear pair with lengthened gear ratio, Malossi Morse lightened, narrower, frictionless racing chain.

This system completely replaces the original primary gears (25-tooth pinion and 41-tooth ring gear) with a 26-tooth drive pinion and a 40-tooth driven ring gear, thus providing a 7% longer ratio.

Besides providing this longer ratio, these gears are narrower, as to fit the new Malossi Morse racing chain, which is frictionless and without friction springs, thus lighter, more sliding and with higher resistance and long life compared to the original one, since "you can't break what is missing".

Malossi is glad and proud to offer its customers a further masterpiece of modern technology.

6714757 € 265,00

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003



Technical details

HTQ Z 26/40 pinion and ring gear pair

- 1) Toothed ring gear pair with narrower walls, consisting of one 26-tooth drive pinion and one 40-tooth driven ring gear, made in Cr Ni Mo 5 alloy steel, tempered and case-hardened, manufactured basing on Malossi design with high precision machine tools.
- 2) Tooth profile designed for maximum resistance and minimum noise.
- 3) Tooth contact surfaces provided with maximum finish to ensure very long life and operating reliability.
- 4) High-standard inspections on each component, from raw materials to the finished product, ready for sale.

Malossi Morse Racing chain

- Narrower chain, designed to eliminate the lateral friction of the original chain.



NB: we recommend not to modify Malossi Morse racing chain, art. 6114474B, in order to fit the original or other manufacturers' pinion and ring gear pair. Malossi does not assume any responsibility, thus won't recognize any warranty in case of damage.

MAXI WILD LION

homologated exhaust system

3217786 **3217786.K0**
€ 685,00 **€ 810,00**

YAMAHA T MAX 530 ie 4T LC euro 4 2017-> (J415E)
 YAMAHA T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
 YAMAHA T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



Top Performer

The Maxi Wild Lion now they're even homologated!
 Perfection in their design, silent with increased performance, unmatched in elegance and lightweight.
 Maxi Wild Lion is an exclusive Malossi product - Made in Italy.

Technical features

- European homologation
- Elliptical cross-section casing made of stainless steel or aluminium with anodized finish and laser marked logo.
- Carbon end caps.
- Silencer system with the addition of sound absorbing mineral fibers, possessing high noise damping and nondegrading qualities.
- Equipped with DB killer
- Stainless steel exhaust tubes from the cylinder or to the silencer.

MAXI SCOOTER	Exhaust system Maxi Wild Lion	Exhaust system Maxi Wild Lion homologated	Catalytic Connection	TYPE (*)
YAMAHA				
T MAX (carb.) 500 4T LC 2001->2003	3212721 (C) 499,01	---	---	SJ01 var.1 ver.1/2/3/4/7/ JX
T MAX 500 ie 4T LC 2004->2007	3212721 (C) 499,01	---	---	SJ03 - SJ03 var.1 ver.1/2/3/5/6/7
T MAX 500 ie 4T LC 2008->2011	3217721 (A) 670,00	---	1514159B 154,00	SJ06 var.1 ver.1/2/3/5/6/7 - var.2 ver.8/9/10
T MAX 530 ie 4T LC 2012-> (J409E)	3216407 (A) 670,00	---	1516134 (D) 342,00	SJ09 var.1 ver.i/ii/iv/v/vi
T MAX 530 ie 4T LC euro 4 2017	3217786 (A) 685,00	3217786.K0 (A) 810,00	---	(G)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)	3217786 (A) 685,00	3217786.K0 (A) 810,00	---	(G)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)	3217786 (A) 685,00	3217786.K0 (A) 810,00	---	(G)

(A) Material Aluminium alloy black
 (C) Material Aluminium alloy titanium
 (D) KIT

(E) TO BE BOUGHT SEPARATELY
 (G) THE ABSENCE OF HOMOLOGATION DOES NOT LIMIT THE PRODUCT FITTING

W BOX FILTER

For original air box filter

From today Malossi air filter for original air box is even more performing thanks to its completely redesigned architecture! The filtering part is made of oiled multilayer long fibre cotton gauze, in order to retain the impurities on the outside of the filter; the aluminum net coated with epoxy resin protects the structure of the filtering material keeping a direct air flow.

The look is new as well, with a black coloured compact polyurethane structure which ensures a perfect fit with the original air vbox.

1418001B

€ 54,40

YAMAHA T MAX 530 ie 4T LC euro 4 2017->



1413703

€ 49,00

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX (carb.) 500 4T LC 2001->2003



1414213

€ 49,00

YAMAHA T MAX 500 ie 4T LC 2008->2011
T MAX 530 ie 4T LC 2012->2016



TECHNICAL FEATURES

- High air flow
- Multilayer long fibre cotton gauze, oiled, and sandwiched between two epoxy-coated aluminium wire screens. Encased in a polyurethane frame, 30ShA, insuring an excellent seal
- Washable and reusable

V FILTER for T MAX

Malossi is glad to present the new right side variator air filters.

These filters show a completely renewed architecture as well as a red-colored compact polyurethane structure.

Their greater air flow provides a better performance of the CVT group.

Not least, they offer a long-life guarantee, since they are washable and reusable.

0414614

€ 43,84

YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 500 ie 4T LC 2008->2011
T MAX (carb.) 500 4T LC 2001->2003



0415216

€ 47,97

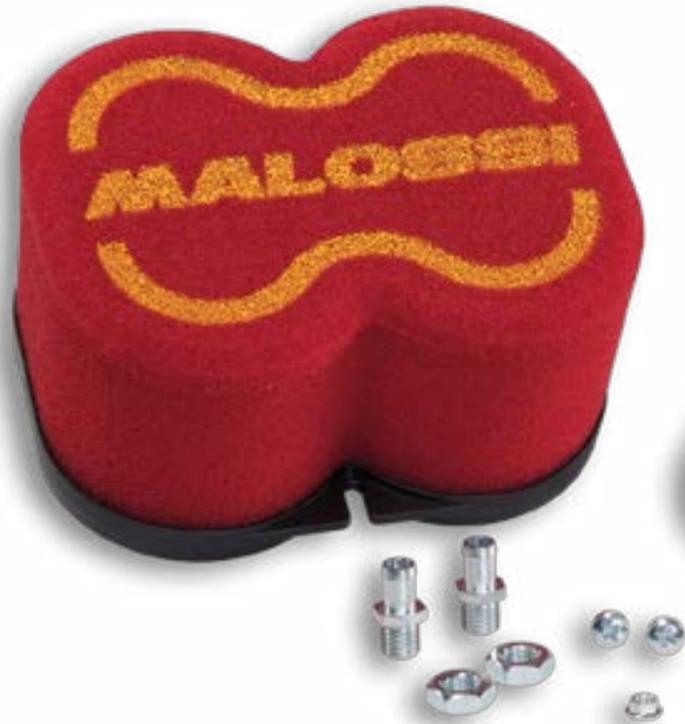
YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)
T MAX 530 ie 4T LC 2015->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



TECHNICAL FEATURES

- High air flow
- Multilayer long fibre cotton gauze, non-oiled, and sandwiched between two epoxy-coated aluminium wire screens. Encased in a polyurethane frame, 30 Kg/m3 adhesive based, insuring an excellent seal
- Washable and reusable

E19 Malossi air filter for Yamaha T-Max



0417225

€ 98,89

YAMAHA

T MAX 530 ie 4T LC 2012->2014 (J409E)

T MAX 530 ie 4T LC 2015->2016 (J409E)



**ONLY for vehicles WITH Malossi
THROTTLE BODY 1616722**

Original, **extremely performing and simple to install**, the new E19 Malossi air filter, dedicated to the Yamaha T-Max, changes the rules of the game and further widens the already rich range of products, designed for the suction of the Japanese V-twin model.

E 19 is implemented externally in open-cell polyurethane and internally, it is reinforced with a metal mesh armour. The filtering element is **15 mm thick**, it is self-extinguishing and offers a great accumulation capacity, owing to the density of 60 holes per inch, whereas its internal mesh accurately keeps the shape and the size of the same filter.

The suction horns are incorporated by means of a **satın-finished aluminium support**, fastened on the sleeves of the same horns. This particular structure allows a **suction spacing of 180°**, assuring the engine a remarkable fresh air supply. The support is provided with the connections for the temperature sensor, for the vents of the oil vapours and for the air duct of the idling speed mode.

The installation and the maintenance of E19 are a real breath of "fresh air": the whole structure of this filter, as a matter of fact, is fastened with **only two screws and it can be disassembled even when the fairing is assembled**. The filtering element becomes bright red, and the Malossi logo stands out in yellow colour and it leans on a compact polyurethane base structure, red as well, as if it were the beating heart of your T-Max.



THROTTLE BODY MHR

1616722

€ 750,00

YAMAHA T MAX 530 ie 4T LC 2012->2014 (J409E)

T MAX 530 ie 4T LC 2015->2016 (J409E)



More power for the T-Max

The most powerful engines require an adequate and constant supply of fuel. Increasing the performance of the Yamaha T-Max, drawing from the extremely complete Malossi catalogue, has made it essential to build a specific throttle body able to ensure a performance that is unthinkable for the standard unit.

Made of black anodized 7975-T6 aluminium, the MHR throttle body has been designed specifically to achieve maximum efficiency in combination with the 560 cc Malossi twin cylinder kit and with the Double PowerCam, providing the right intake to the engine in this configuration.

The inner diameter of the throttle body is widened to 38 mm, while its length remains identical to the original so that it can be placed without difficulty in its standard position between the head and the airbox. Its inner ducts are cylindrical near the horns, to become progressively oval-shaped in correspondence of the butterfly valve. Thanks to this variation of internal shape, the fresh gases are pushed with more energy towards the head which, featuring two intake valves, requires a significant width, offered by the oval section that continues to the end of the manifold.

The two manifolds supplied with the kit are oversized and can be installed only on a worked head without requiring further modifications. The specific horns for the MHR throttle body are calculated and optimized to achieve the maximum yield from the oval sections of the bodies, exploiting the perfect harmonization of the entire duct.

Use	Racing
Level of compatible elaboration	Twin cylinder 4-stroke 560 cc. 3115423
 Head working	Double Power Camme 5915981

MHR Intake Horns

Aluminum INTAKE HORNS PAIR for ORIGINAL THROTTLE BODY

0516195

€ 155,00

YAMAHA T MAX 530 ie 4T LC 2012->2016 (J409E)



MHR Intake Horns are the cherry - obviously red - on the top of the well-appointed Malossikit for T-Max 530. Take a deep breath.

Engines are designed by human beings and, maybe for this reason, they somehow work like us. Breathing is one of the most important parts of the sport activity; in the same way, a correct airtake within an engine represents **one of the main focuses**.

Designed from scratch by Malossi, **MHR Intake Horns are the air horn pair for Yamaha T-Max 530** which guarantees the best possible performance when **matched with 560 twin-cylinder** and the rest of the currently available kit for the Yamaha maxi-scooter, perfectly fitting the **throttle bodies** and keeping the **original filter box**.

MHR Intake Horns are fully machined from a solid block of **ergal**, and their **diameters** have been designed to ensure an optimal fuel flow, thus reducing at most any surface roughness. Thanks to **accurate simulations** performed using futuristic softwares, their **length** has been calculated to guarantee a perfect fluid dynamic performance, thus increasing the push at medium and **high RPMs**, where bench tests recorded a power increase of **two horsepower**.

These intake horns can be fastened to the original filter box with a **threaded joint** and sealed with an **oring**. They are very easy to install and **designed to have a lifelong resistance** to corrosion and humidity within the intake system thanks to the **anodizing treatment**. Once installed, the two parts of which they consist will be **perfectly jointed**, thus reducing at most any surface roughness.

The final touch is the red finish as well as the laser-etched Malossi logo, like a signature. Since looks also count!

WHOOOP DISC Disc Brakes

The "Newest Generation of Disc Brakes". Light, non corrosive, non-warping, anti-stress. Studied for prolonged use in all weather conditions and types of terrain. The "WHOOOP DISCS" were exposed to numerous tests during competitions, giving Malossi technicians an opportunity to fine-tune the disc brakes for various scooters. The "WHOOOP DISC" paired with Malossi BRAKE PADS guarantee a progressive and secure braking even under extreme conditions.

Technical features:

- Stainless steel disc, laser cut, hardened and surface machined
- Profile designed using CAD to insure complete scraping of the brake pad, the elimination of brakedust, and the removal of water and mud during braking
- Surface area doubled to lower the disc's working temperature



YAMAHA T MAX 500 ie 4T LC 2008->2011



**YAMAHA T MAX 500 ie 4T LC 2004->2007
T MAX 530 ie 4T LC 2012->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)**



**YAMAHA T MAX 500 ie 4T LC 2004->2011
T MAX (carb.) 500 4T LC 2001->2003**



**YAMAHA T MAX 530 ie 4T LC 2012->2016 (J409E)
T MAX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)
T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)**

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.

FINE ADJUSTMENT KIT OF THE SPRING PRELOAD FOR ORIGINAL FORK

Adjustment range: from -5 to +25 mm

Thanks to this new Malossi kit you can adjust the spring preload of your fork, thus varying its compression with endless possible adjustments from a minimum of -5 mm to a maximum of +25 mm!

- -5 mm: allows to release the spring in comparison with the original preload
- +25 mm: allows to preload the spring in comparison with the original preload

2015460 € 147,46

YAMAHA T MAX 500 ie 4T LC 2008->2011
T MAX 530 ie 4T LC 2012->2014 (J409E)



Technical features

- Extremely light, completely made of 6000 series aluminium alloy (with magnesium and silicon)
- Range of the preload adjustment plug: -5 / +25 mm
- Laser engraving on the plug with hard oxide coating for an even easier adjustment
- Tube made of 6000 series aluminium alloy (with magnesium and silicon), extremely light, with blue cobalt anodic oxidation

Installation is very easy: just unscrew the original plugs and remove therelevant original spacer, then insert the new spacer tube and new adjustment plug.

Attention: in case you use a higher preload +5 mm, we suggest you to replace oil with SAE20 fork oil.

REAR SHOCK ABSORBER RS24

Patented oil-gas shock absorber

This superlative, compact and very light rear shock absorber was born out of the cooperation between Malossi designers and Paioli manufacturer.

A real oil-gas suspension with variable setting and extensionadjusting, compensated for a pressurized nitrogen chamber, provided with a special patented spring pre-load adjusting system in order toensure an excellent driving comfort both for sports and touristic use, with or without passenger on board.

The project has been studied for long by the technicians of both companies who, already used to team work, joined their own experiences to create an innovative suspension.

In order to ensure its reliability, we have first developed various prototypes, then strictly tested for many weeks on specific benches, before being checked on the road and on the tracks.

The versatility of this suspension turned out to be astonishing thanks to three new adjustment systems, which enhance its use both on the road and on tracks:

1. Extension adjustment in order to absorb the harshness of the ground.
2. Spring pre-load allows to fit the vehicle while driving according to the passengers' weight. This suspension usesa special patented system, unique in the world, which allows to makeall the necessary adjustments by simply using a ring spanner on ascrew placed in the head of the shock absorber, easily accessible.

3. System of setting variation as regards the behavior inbends, whether you use the vehicle for sport.

The peculiarity of this project actually consists in the possibility to make all the necessary adjustments in a quick and efficient way, without removing the shock absorber from the vehicle.

Nothing has been neglected while studying the project! The reduction of the weight, for example, was one of our priority aim: this is the reason why most of the components are manufactured in ergal, forged, extruded and made out of solid, thanks to the best present technologies.

The result of such a meticulous design allowed to achieve a weight saving of about 20%, in details, our RS24 suspension weights 4.030 grams instead of the 4.838 grams of the original one.

We think that this is an important achievement towards that sport concept of our Super T-Max Malossi!

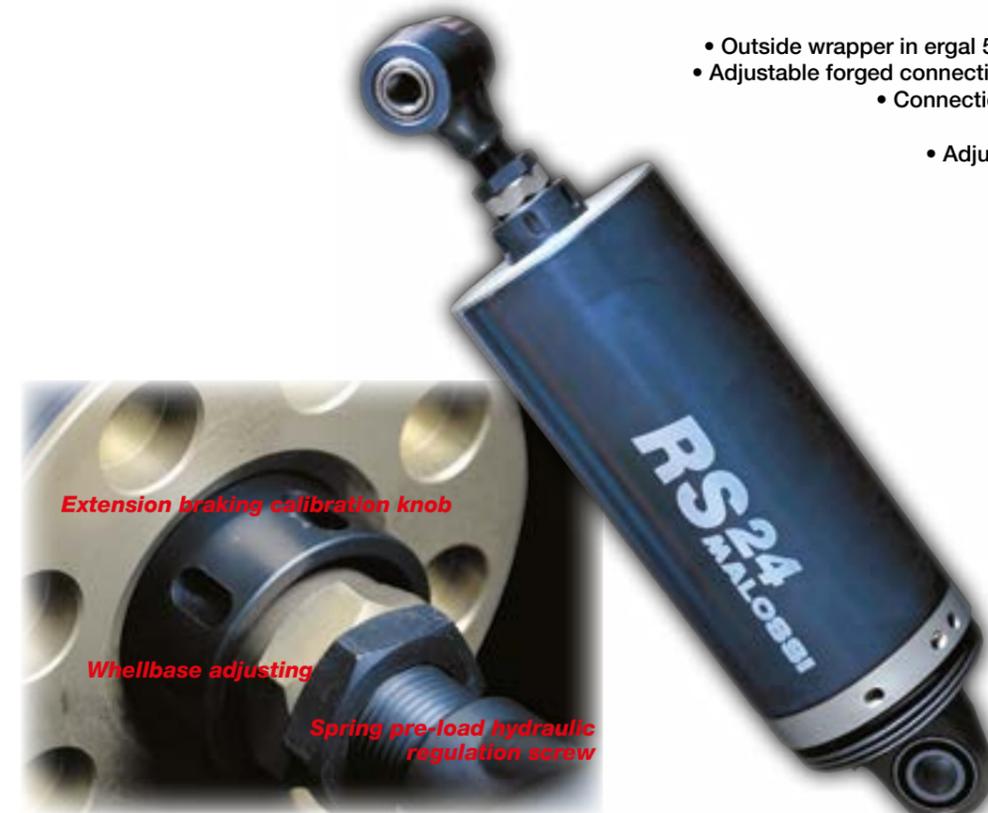
RS24 Malossi for YamahaT-Max: a "Made in Italy" excellence, a patent to be proud of!

4613598 € 830,00

YAMAHA T MAX 500 ie 4T LC 2004->2011
T MAX 530 ie 4T LC 2012->2016 (J409E)
T MAX (carb.) 500 4T LC 2001->2003

Technical features

- Oil-gas suspension with pressurized nitrogen chamber.
 - Hydraulic adjustment in expansion.
- Patented adjustment of the spring pre-load.
 - Adjustment of the vehicle setting.
 - Stroke 48 mm.
- Outside wrapper in ergal 55 with cobalt blue anodic oxidation.
- Adjustable forged connection in ergal 55 with anodic oxidation.
 - Connection made out of treatment in ergal 55 with anodic oxidation.
- Adjustment system of the scooter setup, with fit shock absorber.



SUSPENSION BRACKET 25+

1813205 € 196,10

Shock absorber bracket kit for racing setting
Greater overall stability and handling and better ground clearance was attained thanks to raising the rear end 25mm.

REAR SHOCK ABSORBER

RS24/10-R

Hydraulic pneumatic shock absorbers with variable suspension.

4618356 € 540,00

YAMAHA

T MAX 530 ie 4T LC euro 4 2017-> (J415E)

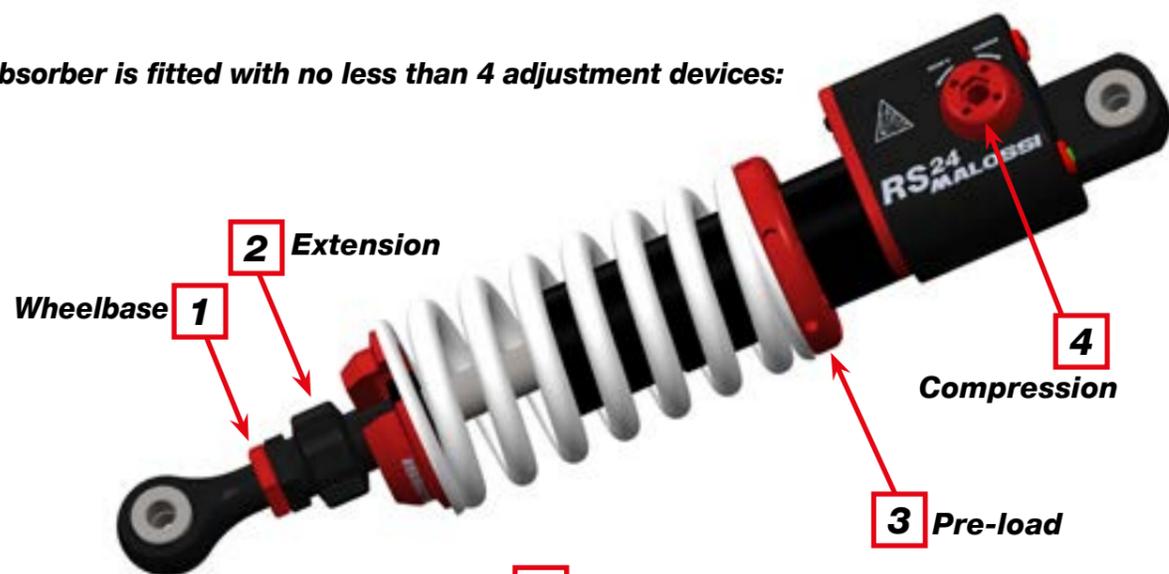
T MAX DX 530 ie 4T LC euro 4 2017-> (J415E)

T MAX SX 530 ie 4T LC euro 4 2017-> (J415E)



The **RS24/10-R** rear shock absorber for maxi scooters consists of a single body crossed by a newly-designed hydraulic circuit that allows all adjustments to be integrated while maintaining the same dimensions as the original shock absorber, without reducing the overall dimensioning of the hydraulic brake.

The shock absorber is fitted with no less than 4 adjustment devices:



1 Wheelbase adjustment device.

2 Extension adjustment to change the brake during re-opening of the shock absorber after being compressed.



Turn to modify the height of the rear axle
-2mm + 8mm with respect to the original.

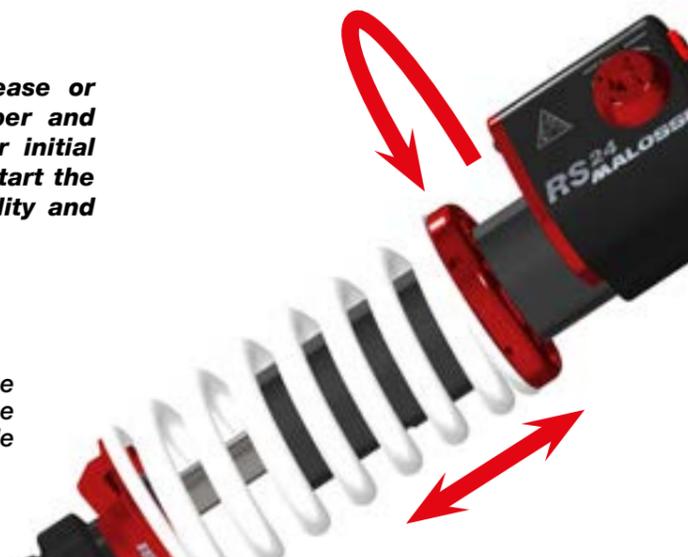


3 Adjustment of the spring pre-load to increase or decrease the "initial" load of the shock absorber and consequently to determine the greater or lesser initial rigidity of the system, i.e. the effort required to start the suspension by adjusting the agility, manoeuvrability and stability of the vehicle;



ATTENTION

Adjustment of the spring pre-load must be performed according to the extension, the weight of the vehicle and the rider with possible passengers.



4 Compression adjustment to control the brake when closing the shock absorber and varying of the behaviour of this in relation to the unevenness of the ground. It is possible to use a more rigid but more stable sporting set-up or a gentler more comfortable touring configuration. The regulation acts at low shock absorbing speeds, that is during operation of the shock absorber on bends or when traversing slightly accentuated holes. At high speeds, instead, when, for example, pronounced potholes are present, perhaps in a completely straight line, a brake consists of a 20mm sintered piston with a specially calibrated valve pack.



The **RS24/10-R** is equipped with two nitrogen tanks for rod compensation.

This system is used to completely modify the load curves depending on the pressure of each chamber, that is the handling modes during compression and extension, and guarantees greater compactness to the shock absorber with respect to the system with a single external tank, reduced friction and greater dispersion of the heat produced by functioning of the system.

- Body and fittings in anodised ergal, internal components in hard anodised ergal, 16 mm rod with thick hard chrome.
- Double acting 40 diameter piston (compression and extension)
- Diaphragms in technical material with low friction and high durability.
- Neoprene pad for Yamaha T Max 530, Kymco AK 550.
- Polyurethane pad for BMW C 600/650.
- Low viscosity index oil to minimise variations in hydraulic brake behaviour according to temperature.

The shock absorber is entirely produced in Italy by specialist Italian labour force.

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SCREEN



A fashion line of aerodynamic and protective screens perfectly interchangeable with the originals, made with a superior acrylic PMMA material. Computer Aided Designed utilising precise dimensions to maximise ridervisibility, a serious race enhancement for your scooter.

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4515361 (W.465 x H.505 x Thk.3 mm) € 68,90

YAMAHA
T MAX 500 4t LC (carb.) 2001->2003
T MAX 500 ie 4T LC 2004>2007



4514760 (W.460 x H.688 x Thk.3 mm) € 63,00

YAMAHA
T MAX 500 ie 4T LC 2008->2011
SPORT



4517810 (W.460 x H.574 x Thk.3 mm) € 70,00

YAMAHA
T MAX 500 ie 4T LC 2008->2011

MHR
Warning: the windshield does not have any slots for fixing the original mirrors. We recommend to use mirrors with handlebar mount.



4515359 (W.445 x H.430 x Thk.3 mm) € 65,00

YAMAHA
T MAX 530 ie 4T LC 2012-> (J409E)
SPORT



4516328 (W.460 x H.280 x Thk.3 mm) € 70,00

YAMAHA
T MAX 530 ie 4T LC 2012-> (J409E)

MHR



4517841B (W.450 x H.280 x Thk.3 mm) € 70,00

YAMAHA
T MAX 530 ie 4T LC 2017->

MHR



ENGINE OIL PER SCOOTER 4T



4T OIL RACING FULL SYNT

Specifications : API SG, SH, SJ - JASO MB

[6] Bottles of 1 L

Full Synthetic Ester 4-Stroke Engine Oil for competition Scooters and Motorcycles.

The product offers excellent stay-in-grade performance over a wide temperature range with outstanding anticorrosion and anti-wear characteristics.

- Superior stay-in-grade performance ensures full protection throughout the service life of the oil.
- Catalytic converter compatible, prolongs catalyst life thus maintaining environmentally acceptable emission tolerances.
- Low volatility reduces emissions, extends exhaust system life and ensures low oil consumption.
- Viscosity characteristics ensure fuel efficient operation and easy starting in both summer & winter conditions.
- Excellent anti-wear and anti-corrosion properties reduce friction thus promoting performance retention and long engine life.



7613473 € 80,01
(SAE 5W-40)



7614123 € 65,51
(SAE 10W-50)

7615800 € 76,74

4T OIL RACING FULL SYNT (SAE 5W-40)

Specifications : API SG, SH, SJ - JASO MA, MA2

[6] Bottles of 1 L

100% synthetic ester lubricant for high-performance 4-stroke ENGINES, mainly for motorcycle racing.

The reduced internal friction, thanks to its low viscosity, allows the engine to unleash more power. The service life and protection of the lubricated components are ensured by the high stability of the lubricant film at all operating temperatures. The high cleaning power ensures superior engine cleaning, and maintains performance. Compatible with catalytic converters. Low volatility and reduced fuel consumption and emissions. This product can be used in wet clutch systems.



RED CHILLI OIL FILTER

0313639 € 7,88



YAMAHA

T MAX 500 ie 4T LC 2004->2011

T MAX 530 ie 4T LC 2012->2016

Technical Characteristics

- Quality of the filtering media, unalterable in time, and insensitive to rapid temperature changes starting at 20°C below zero to the most elevated operational temperatures
- Ability to filter infinitely small metallic particles and trap a greater quantity of harmful larger contaminants, in virtue of the special micro-porosity filtering media itself and its high capacity

RACING FILTER OIL FULL SYNT



7617078 [12] Bottles of 0,25 L

€ 62,01

AIR FILTER TREATMENT SYNTHETIC LUBRICANT

Surface treatment of high technology, developed to increase the efficiency of the air filters. Biodegradable over 90%. It contains additives with high polarity that confer superior adhesiveness, preventing the passage of sand, dust and water without altering the air passage.

Developed to provide protection to the engine even under the most severe operating conditions. It reduces the risk of breakage and contributes to longer engine life.

Free of chlorinated solvents, does not damage the material from which the filter.

APPLICATION:

Use a regular degreaser / cleaner removable with water, for normal cleaning of the filter. Rinse with water and dry. Soak in the synthetic lubricant for air filters treatment, remove any excess and let dry, allowing the formation of a lubricating film before reinstalling the filter and start the engine.



BRAKE FLUID

7613465 € 51,08

SPORT BRAKE FLUID (DOT 4)

[12] Bottles of 0,25 L

BRAKE FLUID.

Brake fluid fully synthetic for scooters and motorcycles, with additives specially designed to protect both all the components of brake system and the rubber parts. This fluid grants extraordinary braking performances both at low and high speed.



7613467 € 67,00

RACING BRAKE FLUID FULL SYNT (DOT4+)

[12] Bottles of 0,25 L

BRAKE FLUID.

Brake fluid fully synthetic for scooters and motorcycles, with additives specially designed to protect both all the components of brake system and the rubber parts. This fluid grants extraordinary braking performances both at low and high speed.



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MHR GREASE



7615375S € 46,80

MALOSI 7.1 GREASE MRG MHR [6] Tubes of 40 gr

Recommended for use in extreme conditions or with operating temperatures up to 160° C.



Description

MALOSI 7.1 MHR GREASE is recommended for the lubrication of scooter variators and rear pulley assemblies, operating under severe load and temperature conditions; specifically it guarantees perfect lubrication between the hub and half pulley bushing resulting in extended maintenance intervals.

MALOSI 7.1 MHR GREASE is a high performance grease which combines mineral and synthetic oils, lithium complex soap thickener and anti-corrosion, anti-rust, anti-wear, and E.P. additives. The chemical composition of this grease produces superior anti-corrosion and thermal/mechanical stress resistant properties, even at extreme operating conditions.

Specifications

Meets or exceeds the following industry specifications :

- ISO 6743-9 L-XCCEB 2/1
- DIN 51502 KP 2/1 P-30

Benefits

- Excellent protection against rust and corrosion and resistance to water wash out.
- Elevated dropping point.
- Excellent pump ability.
- Extended lubrication intervals translating into reduced operational costs.
- Compelling anti-corrosive characteristics of lubricated parts.

Typical Properties			
Properties	U. M.	Values	Standard
NLGI Grade		2	DIN 51818
Texture		Smooth, Buttery	Visual
Colour		Light brown	Visual
Penetration-worked	mm/10	280 / 310	DIN ISO 2137
Dropping Point	°C	> 250	IP 396 / 93
Steel corrosion protection (EMCOR Test, 3% NaCl)	Grado	0 - 0	DIN 51802
Copper corrosion protection, 24 hrs @140°C	Grado	< 2	DIN 51811
Oil separation, one week @ 40°C	%	1 - 3	DIN 51817
Water resistance @ 90°C	Livello	1 - 90	DIN 51807 - 1
Operational temperature range	°C	-0,188	DIN 51825
Oxidation Stability	bar	< 0,5	DIN 51808
Base oil type		Mineral Oil / PAO	
Base oil viscosity, mm ² /s	40°C	2800	DIN 51562 - 1
	100°C	22	

PHONE WALLET

4218251
€ 4,50

Credit card holder for mobile phone with credit card protection sticker.

Material: soft silicone
Size: 56 x 86 mm



MALOSI RAPID SENSE SYSTEM METERS

Malossi is proud to introduce a new range of meters to measure the engine parameters. The compact design and the inner batteries allow to use these meters on more vehicles. Anyway, if preferred, connecting the charger supplied in the kit directly to a vehicle, it is possible to use the meter only on it.

RAPID SENSE SYSTEM DUAL TEMP METER

5817491B € 80,00

For all liquid cooling vehicles.



The meter allows to monitor the cooling temperature by installing two sensors in two different positions of the cooling circuit. These sensors can monitor both the incoming and outgoing cooling temperature to easily value if the cooling system works properly. It is also possible to fit one sensor to monitor the cooling temperature and one to monitor the ambient temperature.

Display range

-25 ° c ~ 250 ° c (-13 ° f ~ 482 ° f)

Display unit

0.1 ° C (° f)

Temperature warning

Display flashes when the temperature is higher or equal to the prescribed value.

Battery type

cr2032

Battery life time

230 ore

Effective temperature range

-10 ° c ~ 60 ° c

Meter size

69 x 32 x 16

Meter weight

48 g

RAPID SENSE SYSTEM A / F RADIO METER

5817539B € 130,00

For all 4T vehicles



In Inner Combustion Engines (ICE) the correct air-fuel ratio is most important in order that all fuel is used efficiently. The quantity of oxygen into the cylinder determinates how much fuel will be burnt, while the un-burned fuel will be pushed out through the exhaust valve. With the supplied oxygen sensor (Lambda sensor) fitted in the exhaust path, this meter will immediately displays the air-fuel ratio (ideally 14.7 for gasoline) and displays if the fuel mixture is too rich (R) or too lean (L).

Display range	12.2 ~ 17.2
Display unit	0.1
Effective voltage	dc 12v
Battery type	cr 2032
Battery life time	450 ore
Effective temperature range	-10 ° c ~ +60 ° c
Meter size	69 x 32 x 16
Meter weight	48g

RAPID SENSE SYSTEM RPM TEMP HOUR METER

5817540B € 80,00

For all vehicles



This only and compact meter allows to monitor three important parameters:

Engine RPM
Cooling Temperature
Engine working Hour

With the RPM function both Max RPM and instantaneous engine RPM can be recorded. The TEMP function will display the cooling temperature. The HOUR function will show of how many hours the engine has been working in order to give precious information about when it is necessary to do maintenance.

Display range	0 ~ 15.000 Rpm
Display unit	10 rpm
Display range	-25 ° c ~ 250 ° c (-13 ° f ~ 482 ° f)
Display unit	0.1 ° C (° f)

Temperature warning
Display will flash when the temperature is higher or equal to the prescribed value.

Total hour meter	
Display range	0 ~ 99999 ore
Display unit	1 ora

Hour meter a / b:	
Display range	0.0 ~ 999.9 Ore
Display unit	0,1 ore

Effective voltage	dc 12v
Battery type	cr 2032
Battery life time	350 ore
Effective temperature range	-10 ° c ~ +60 ° c

Meter size	69 x 32 x 16
Meter weight	48g



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