



## NORGES BILSPORTFORBUND

### HOMOLOGERINGS DOKUMENT DINO M2

Homologeringsnr.  
NBF-11/M/14

Utgave 01/2010

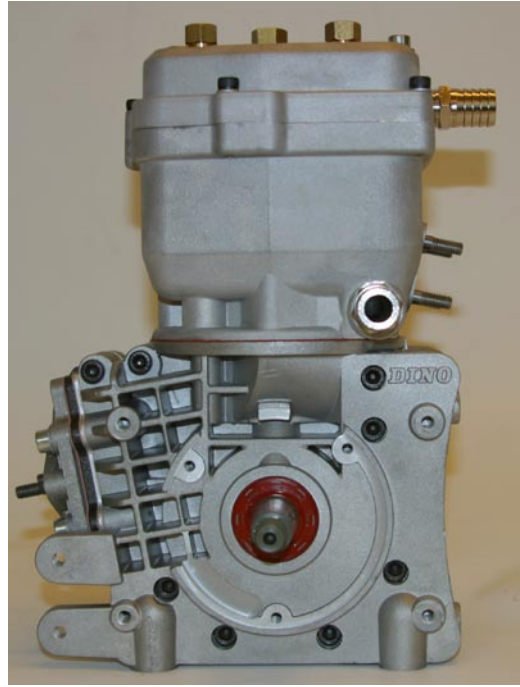
Produsent	DINO A/S	
Merke	DINO	
Modell	M2	
Homologeringsperiode	1. Januar 2010 - 31. Desember 2014	8 Sider (+1)

<i>Manufacturer</i>	<b><u>DINO A/S</u></b>
<i>Make</i>	<b><u>DINO</u></b>
<i>Model</i>	<b><u>M24</u></b>
<i>Inlet type</i>	<b><u>REED VALVE</u></b>
<i>Number of pages</i>	8

DINO A/S  
 Damgårdvej 15  
 DK-5500 Middelfart  
 +45 6441 1111



*PHOTO OF DRIVE SIDE OF ENGINE*



*PHOTO OF OPPOSITE SIDE OF ENGINE*

## Technical Information

		Tolérances
Volume of cylinder	<b><u>125 CM3</u></b>	<b><u>Max</u></b>
Original Bore	<b><u>54,00 MM</u></b>	
Theoretical maximum bore	<b><u>54,28 MM</u></b>	
Stroke	<b><u>54 MM</u></b>	
Cooling system	<b><u>LIQUID</u></b>	
Number of carburation systems	<b><u>1</u></b>	
Number of transfer ducts, cylinder/sump	<b><u>3</u></b>	
Number of exhaust ports / ducts	<b><u>2</u></b>	
Shape of the combustion chamber	<b><u>SPHERICAL</u></b>	
Length between the axes of the connecting rod	<b><u>100 MM</u></b>	±0.1mm
Weight of the connecting rod	<b><u>99 GR</u></b>	minimum
Weight of the crankshaft	<b><u>1820 GR</u></b>	minimum
Volume of combustion chamber	<b><u>7 CM3</u></b>	minimum
Number of piston rings	<b><u>1</u></b>	
Carburettor venturi	<b><u>24 MM</u></b>	Max

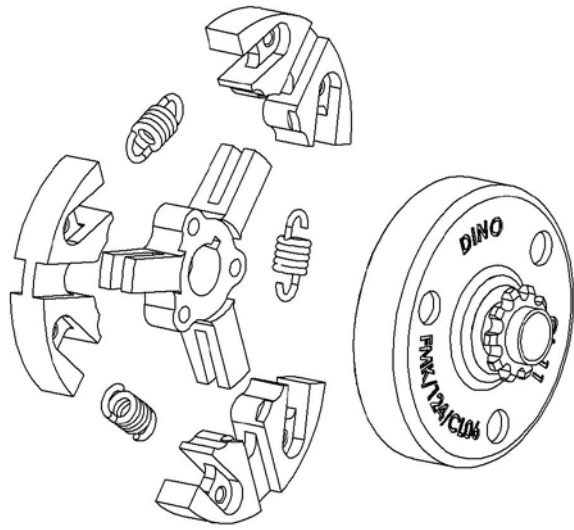
### OPENING ANGLES

De l'échappement	<i>Exhaust</i>	<b><u>177°</u></b>	Maximum
------------------	----------------	--------------------	---------

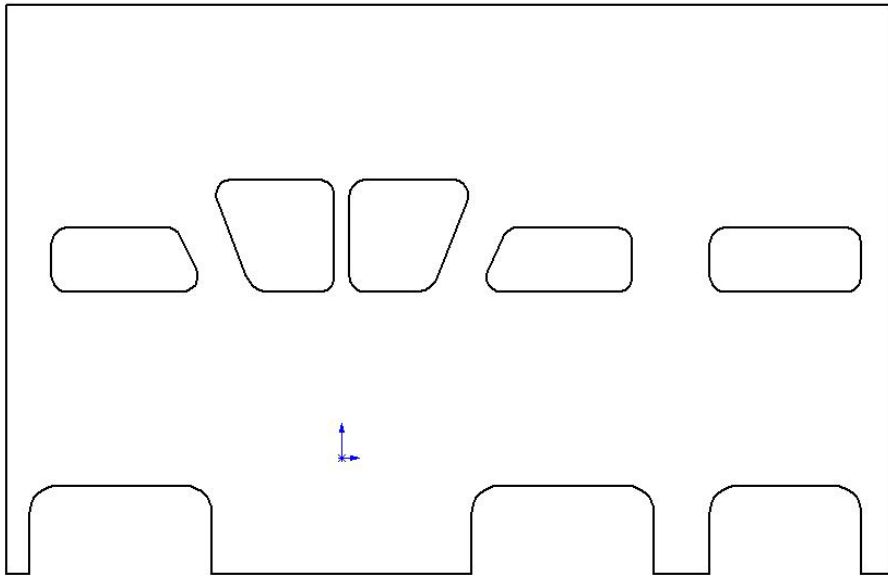
### MATERIAL

Cylinder	<b><u>ALSI</u></b>
Cylinder head	<b><u>ALSI</u></b>
Sump	<b><u>ALSI</u></b>
Connecting rod	<b><u>STEEL CRMO</u></b>

### CLUTCH

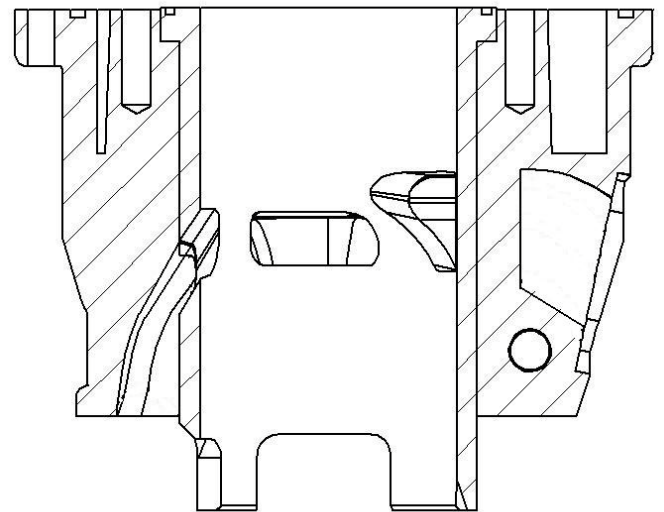
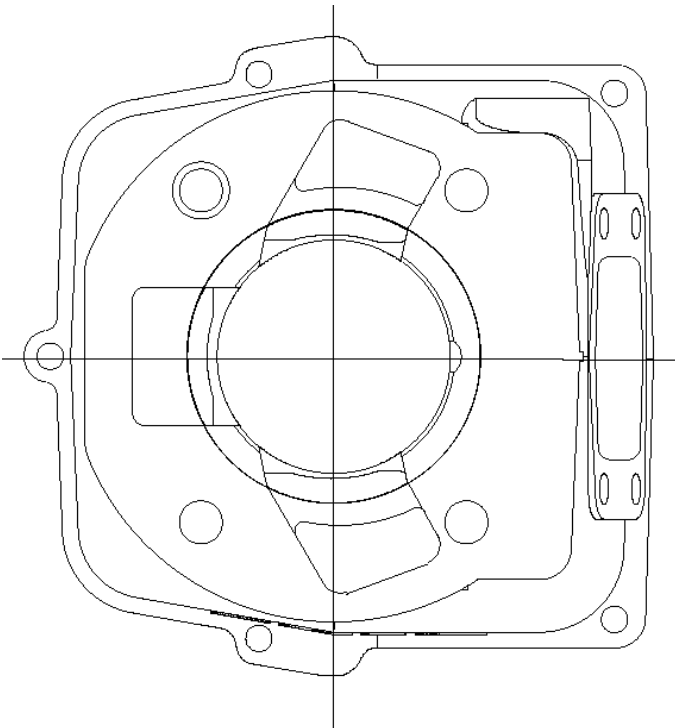


*DRAWING OF THE CYLINDER DEVELOPMENT*

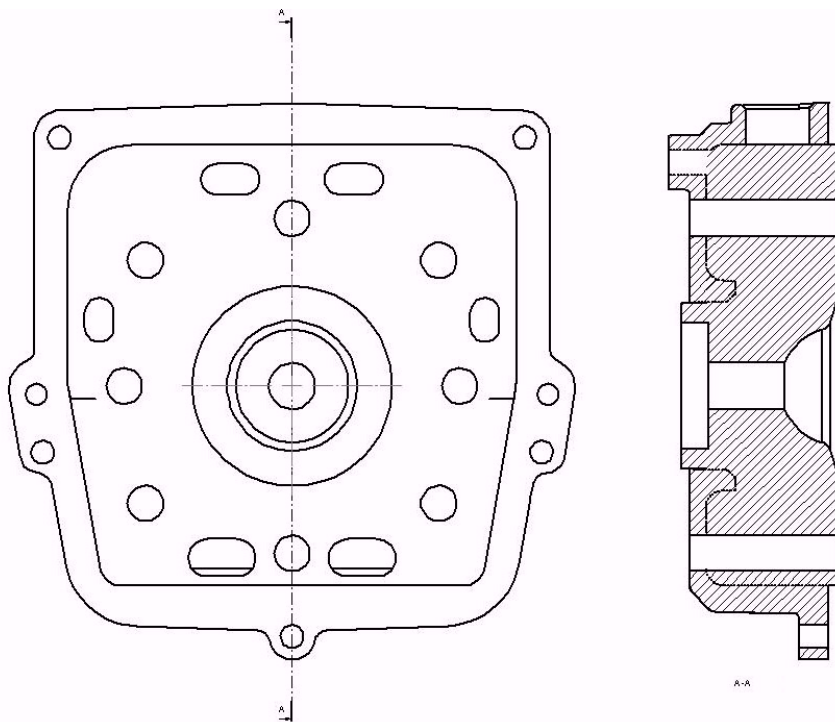


*DRAWING OF THE CYLINDER BASE*

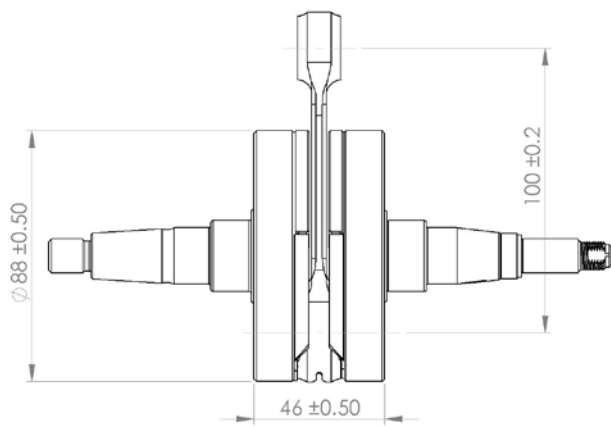
*CYLINDER SECTION VIEW*



*DRAWING OF THE CYLINDER HEAD AND OF THE COMBUSTION CHAMBER*



*DRAWING OF THE CRANKSHAFT*



*DRAWING OF THE INSIDE OF SUMP*

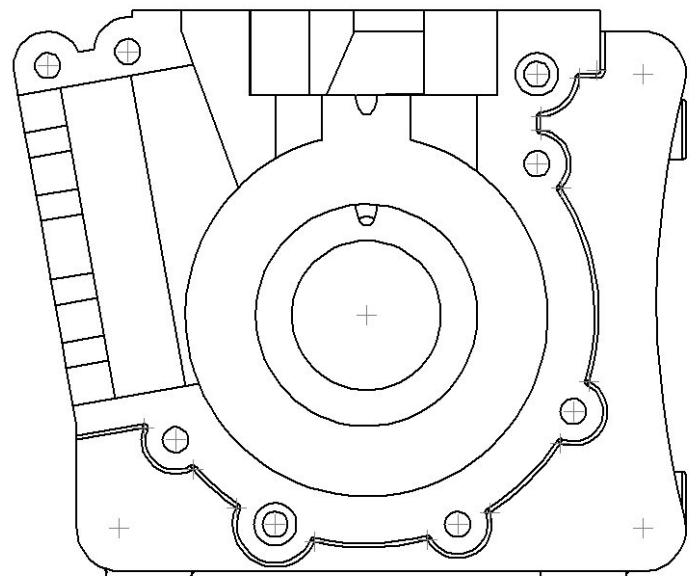


PHOTO OF THE BACK OF THE ENGINE



PHOTO OF THE FRONT OF THE ENGINE



PHOTO OF THE ENGINE TAKEN FROM ABOVE

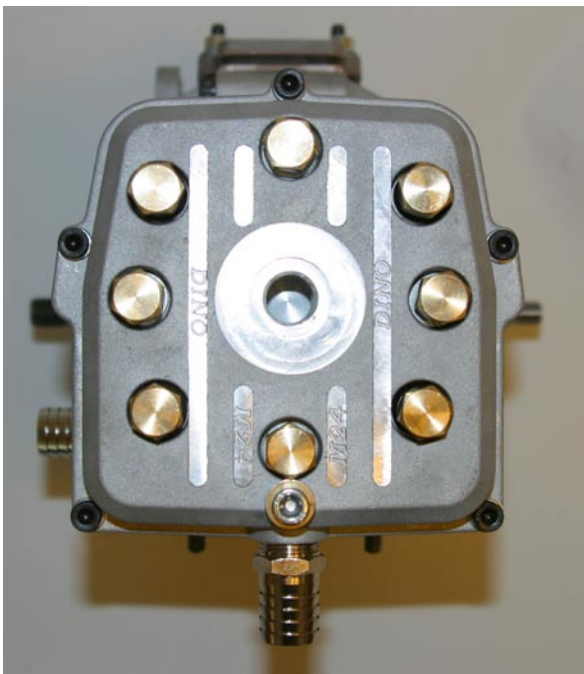
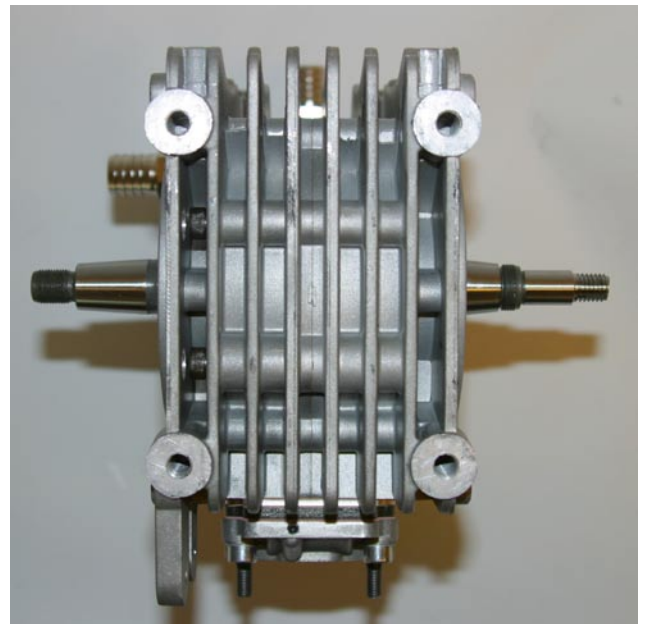


PHOTO OF THE ENGINE TAKEN FROM BELOW



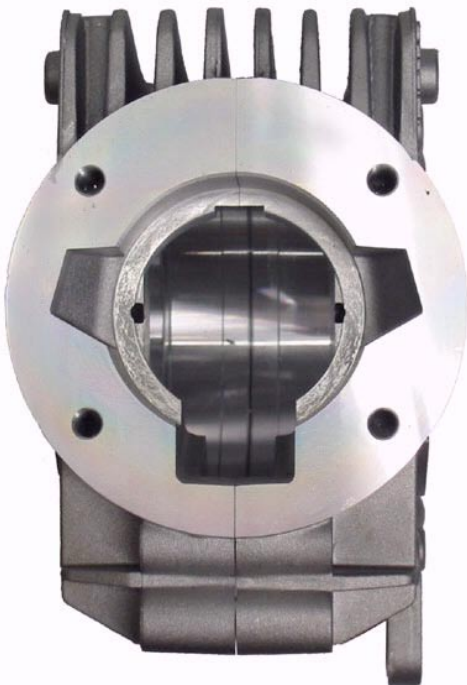
*PHOTO OF THE BASE OF THE CYLINDER*



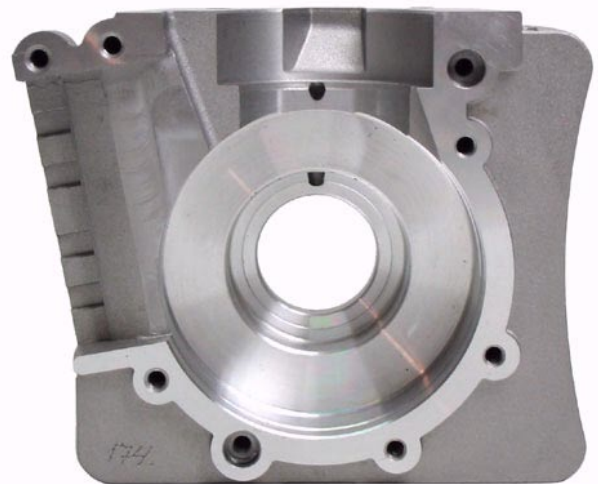
*PHOTO OF THE COMBUSTION CHAMBER*



*PHOTO OF THE SUMP ( GASKET FACE )*

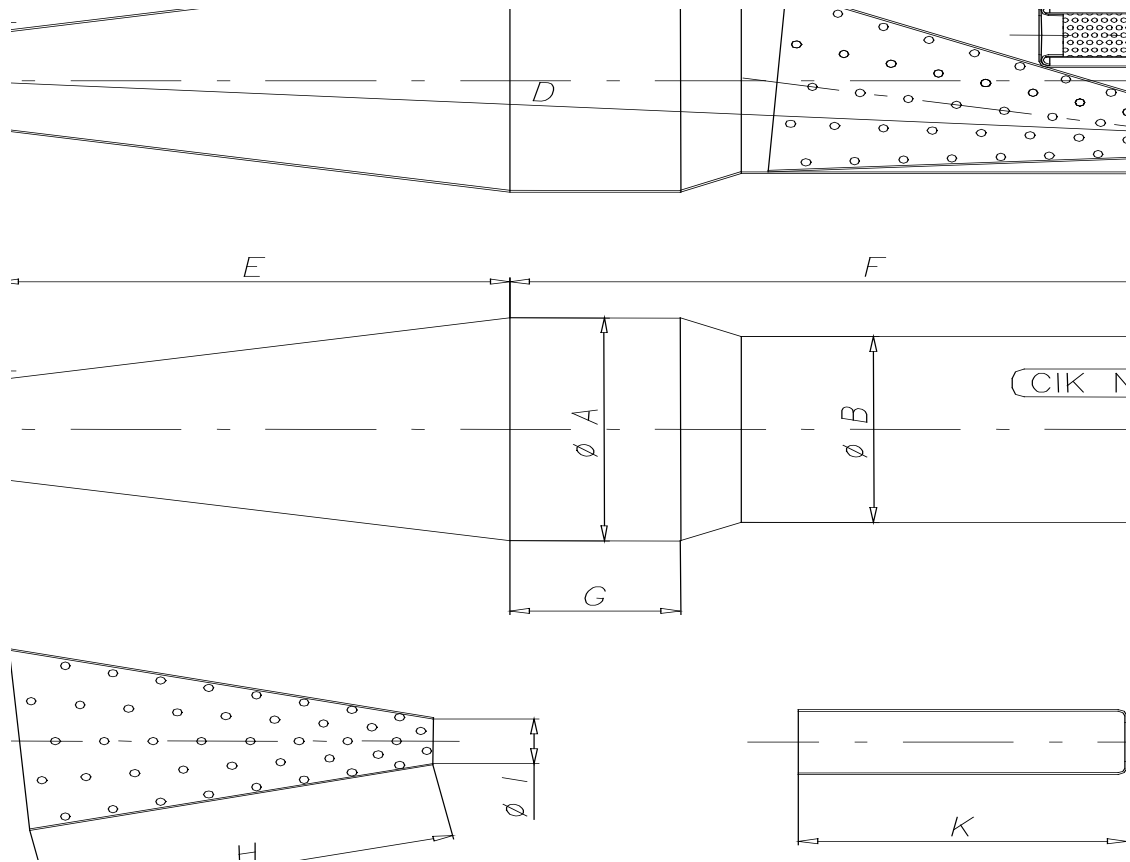


*PHOTO OF AN INTERNAL PART OF THE SUMP*





# DRAWING OF THE SILENCER AND OF ITS COMPONENTS



## Cotes / Readings:

A: 110 $\varnothing$ ext.	F: 313
B: 100 $\varnothing$ ext.	G: 94
C: 54 $\varnothing$ ext.	H: 173
D: 475	I: 22,5
E: 174	
K: 132	