

Franco Morini S5 Engine Manual

so in 1957 morini decided to produce a bike with a rounded head and a rounded seat, just as the f50. the bike was called the f103s. but the underdeveloped engine just wouldn't make enough power for the job and the f103s didn't make it to the races. instead, he decided to use the engine he had already perfected with the s5k2, and made the f104 s5. he wanted a bike with a different appearance to the f103s and for that reason he used different parts from the f103s. this allowed him to create a different style, this time around, inspired by the 1950s alfa romeo. therefore he decided to change the dimensions of the cylinder head and increase the bore so that there would be more space for the intake and exhaust ports. this way he could get a higher volume and more power. the cylinder head would have to be enlarged by 6mm to take into account the expanded bore. but this was not enough, they had to enlarge the cylinder, so that the piston would not bind. frazione morini also needed a new header tank. it had been a simple 1950s design, in the same housing as the pistons, but for the f104 it needed a redesign with new polished fuel injection terminals. and the 45mm guards were needed to protect the narrow cylinder heads. and there was a new frame, as for the f103s there was not enough space for the front suspension, it had to go up higher. the frame was made from around 1962, as the f104 had already won the gp championship by then. the bike was still equipped with the central steering. but the handlebar had a new shape and a new position, the bar was raised and the stem could be changed to be a chrome bar.



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we also run our own limited edition line of 300cc morini "mono" / "mono-z" (on; 1 head, 1 carb, 1 tank and parts) from the 1970s. we are re-building these in kit form, using modern-day bike parts. we re-done the old parts based on modern diagrams and measurements, and mixed and matched from new for the other parts. check out the "mono" and "mono-z" for more info. we also have a handful of 300cc morini s5se and s5e "mono-z" and s5k2 "mono" motors, which are the same, with some parts swapped out and the engine transferred from another donor bike. when the moto morini factory was able to afford, in 1965, the s5z 2-valve head. this design was used by both moto morini and morini s.i.r.a. in the 250cc world championships. it used anodized alloy castings, but they were very similar to the s5e and s5e "mono-z" (mono; 1 head, 1 carb, 1 tank and parts) engines, with a few changes. the s5z head was not as strong as the s5e head, which was cast from grey metal. the alloy head had better cooling, but was more expensive than the grey head. and the alloy head was brittle and more likely to crack with a specific input, which made it less robust. motorcycle racing was becoming more competitive, and the thin aluminum alloy heads of the s5e/s5e "mono-z" were becoming too fragile. as morini soon began to use the new sachs s5, he wanted the bike to look different. he had produced an s5 50-7 f50 for the italian gp in 1956. his objective was the "motorcycling alfa romeo", with the s5 engine and the angular lines of the first f50, but the 50-7 was too narrow and under-powered for the goal. 5ec8ef588b

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