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VITTORAZI MOTORS

OUR PASSION ⁴ / DISTRIBUTION ⁶ / ACADEMY ⁷ /
TRIUMPHS ⁹ / ATOM 80 ¹⁰ / MOSTER 185 ¹⁴ /
^{new} MOSTER 185 EFI ¹⁸ / MOSTER 185 FACTORY R ²² /
COSMOS 300 ²⁶ / CONTACTS ³¹ /





Driven by PASSION

Like many other beautiful stories, ours too comes from a dream. That of our father Vittoriano, who one day dreamed of bringing the "minibikes" to Italy. He first saw them in Japan in the early 1980s and, at the time, there was nothing similar in Europe. He bought one, he replicated it, then he created the runways from scratch, and from there he took off for an adventure that still continues today. Our father was the undisputed star of this wonderful journey. His contribution to the sport of "minimoto" is undeniable, with champions such as Valentino Rossi, Marco Melandri, and many others who started training with the Vittorazi minibikes. These guys went from having fun with us on Dad's minibikes, to then making motorbike racing history. In the mid-1990s our father decided it was time to change course. He began to look at the sky, and we looked with him. Thus began the great adventure in the world of flight engines, a concentrate of technical knowledge and engineering in miniature. A great challenge and a unique path that today we carry forward following the values that our father has taught us: love for excellence, sense of duty, attention to detail, because your safety is always in first place. Because we love what we do and we love making care of you, for a unique flight experience that makes the difference.

Matteo Orazi

Andrea Orazi

Just think about **FLYING**

Wherever you land, you will find us there.
Vittorazi is present all over the world with **over 200 dealers** who also provide full aftersales service on our engines.

Look for the nearest one to you on our official website **VITTORAZI.COM/DEALERS**.

All Vittorazi Motors engines are covered by a 2 years warranty and you can contact our authorized dealers in your country for any kind of request.





Our ACADEMY

Our company makes the word "reliability" its guiding principle, so much that it does not just apply it to engines but to its entire distribution, providing its partners with in-depth technical training.

The MasterClass, **the only one** in the industry, is the Vittorazi Motors Academy which allows our partners to learn the correct maintenance of our engines by issuing "Official Dealer" certificates of participation. Therefore, our dealers are able to offer you a complete service of maintenance and qualified assistance.



vittorazi
MOTORS



vittorazi
MOTORS
WORLD
PARAMOTOR
CHAMPION
2022



VITTORAZI MOTORS achievements

Victories

- 1 World Championship PF1
- 1 World Championship PF2
- 1 European Championship PF1
- 17 Italian Championships in a row

Records

Altitude World Record PL1 | Cosmos 300
Time to climb to 6 000 m World Record PL1 | Cosmos 300
Altitude World Record PF2 | Moster 185



An aerial photograph of the Great Pyramid of Giza in Egypt. The pyramid is a massive, golden-brown structure on the left side of the frame. In the foreground, a paraglider with a vibrant orange and blue canopy is suspended in the air, gliding over the desert sands. The background shows a dense urban landscape of Cairo, with numerous buildings and a highway. The sky is clear and blue.

ATOM⁸⁰
THE
ENERGY
OF FUN



ATOM 80

The smallest, the simplest

With our Atom 80 on your shoulders you will feel ready to take off for new adventures with a smile. Thanks to its low weight it is easy to use, it is both silent and brilliant with attractive aesthetics.

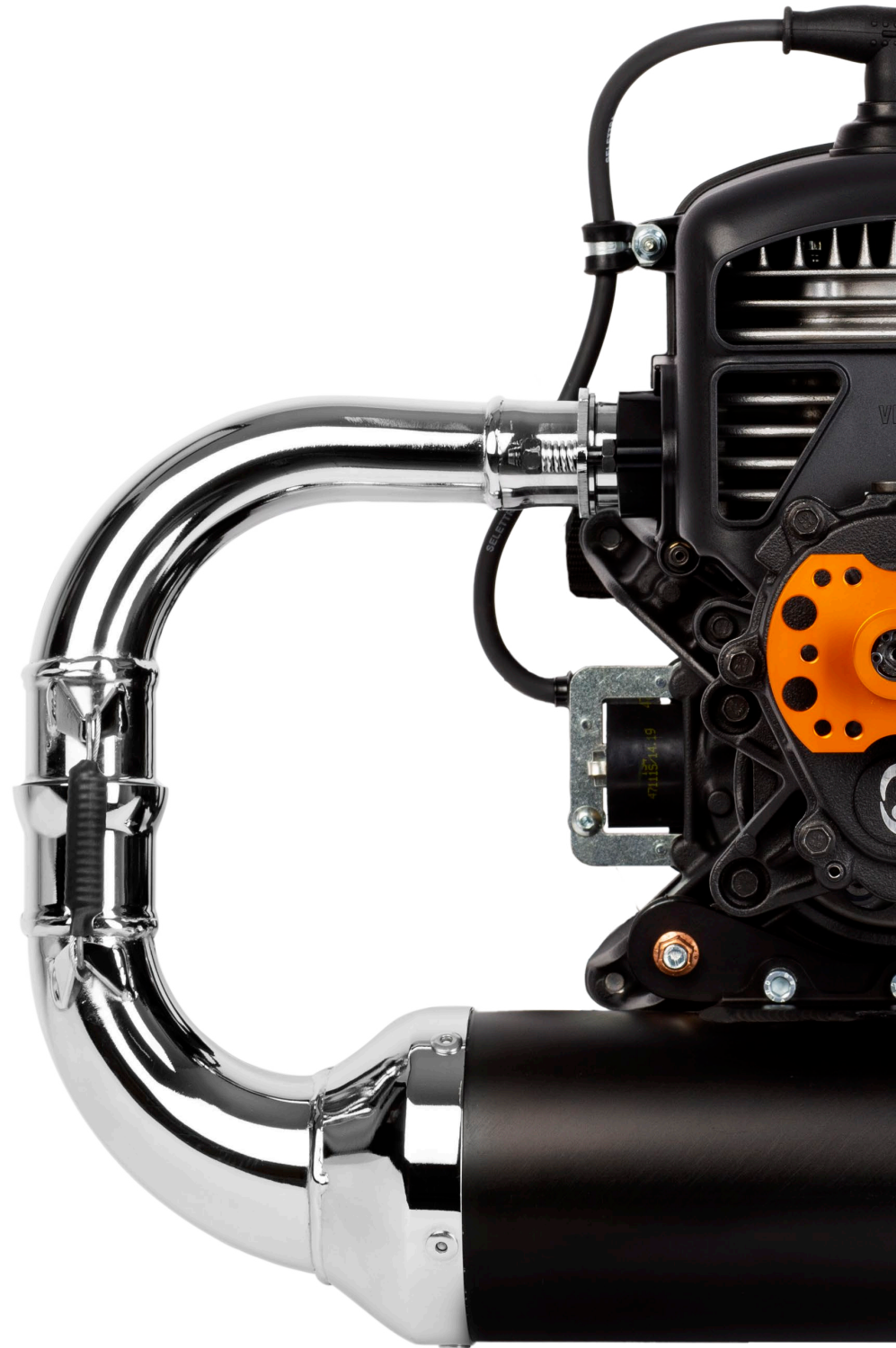
It's able to fulfill both the needs of those who are just beginning to fly a paramotor, thanks to its ease of use and maintenance, and of those who are already experienced pilots and want an agile engine.

ATOM



The most intuitive

The Atom 80 is also the ideal engine for flying schools, designed for everyone, to fly safely, thanks to a right amount of power and the possibility of a simple management. The MY22 version has new features: new design, new fusion technology of the engine crankcase and of the reduction drive. Then, a new carburetor, a reinforced plate, a newly designed clutch, for better performances and a greater stability.





16HP

78.2 cc

Cycle	2 strokes
Swept volume	78.2 cc
Power	16 hp at 9.500 RPM
Intake	Silencer airbox - Walbro carburettor WB Reed valve intake
Cooling	Forced air ventilation system with fan and conveyor
Starter	Pull starter
Clutch	Adjustable centrifugal
Reduction drive	Oil lubricated helicoidal gearings Ratio 1/3.8
Exhaust pipe	Hand-made pipe, chrome plating, resonator and Db-killer system
Fuel	Unleaded gasoline - Synthetic oil 1.5%
Consumption	2.70 liters/hour at 30 kgs of static thrust prop. 130 cms at 8.000 RPM
Weight	10.4 kgs
Thrust	52 kgs prop. 125 cms at 9.800 RPM 55 kgs prop. 130 cms at 9.800 RPM

A dramatic skydiving scene at sunset. A skydiver in a black jumpsuit is in the center, with a large orange parachute above them. The parachute has the text "VITTORAZI" and "MACFLY" on it. A massive spray of bright orange sparks erupts from the bottom of the parachute, creating a large, glowing cloud. In the background, a city is visible below, and a mountain range is on the horizon under a blue and orange sky. Other smaller parachutes are visible in the distance.

MOSTER
185

**TRACING
A NEW WAY
IN THE SKY**



MOSTER 185

A record holder

An advanced engine, sporty yet very balanced, it is able to offer superior performance, perfect for competitions and for free adventurous flight alike. On the Moster 185 MY22 the most important activity that has been carried out is of the exhaust.

The bush has a new geometry and it has been made with special materials and with an increased surfaced area, to offer greater durability and maximum system safety.



LEARN MORE

Advanced and innovative

The manifold has been reinforced with a “double rib” welding system that offers greater security for a more stable and repeatable manufacturing process. A second joint has been added: it stops the transfer of vibrations from the engine to the muffler and reduces the load on the manifold, created by the weight and accelerations.





25HP

184.7 cc

Cycle	2 strokes
Swept volume	184.7 cc
Power	25 hp at 7.800 RPM
Intake	Silencer airbox - Walbro carburettor Reed valve intake
Cooling	Extraction from propeller
Starter	Pull starter - 3S (Soft Starter System) Dual: pull starter - 3S + electric starter
Clutch	Centrifugal clutch - CNC machined
Reduction drive	Poly - V belt Ratio 1/2.68 - 1/2.87
Exhaust pipe	Hand-made pipe and Db-killer system, second joint, silencer pipe in carbon fiber
Fuel	Unleaded gasoline - Synthetic oil 2.5%
Consumption	3.0 liters/hour at 30 kgs of static thrust prop. 130 cms at 5.200 RPM
Weight	14.3 kgs pull starter version 15.6 kgs dual version
Thrust	75 kgs prop. 125 cms at 8.500 RPM 78 kgs prop. 130 cms at 8.500 RPM



REDEFINE
THE WAY YOU FLY





new

MOSTER 185 EFI

An Injection of innovation

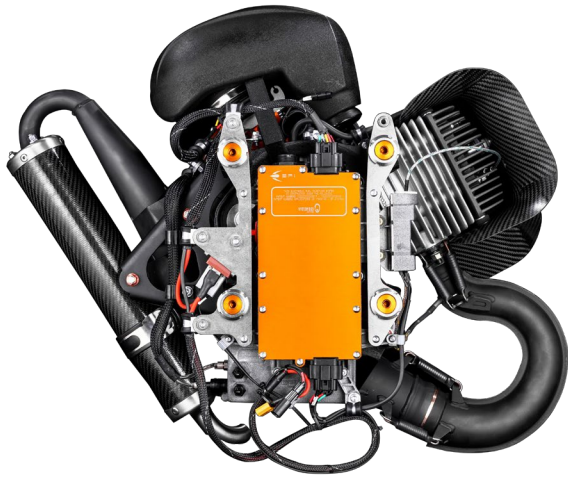
Innovation is part of Vittorazi's DNA and the EFI development further testifies that. Vittorazi Motors is the first company to patent an Electronic Fuel Injection Technology designed for the Paramotor Industry.

A breakthrough aimed at achieving unprecedented safety, superior performances, and utmost reliability while also being intuitive and incredibly fuel efficient.



Elevated Power Precision

Ever dreamed of having real time engine data at hand's reach to help your decisions while up in the air? Wouldn't be nice to have an engine so smart that self adjusts according to the actual flight conditions? Isn't it better when a new technology is released after it helped winning a world championship? This is the kind of innovation that our patented Electronic Fuel Injection technology brings to the world of paramotor flight: SMARTER, SAFER, EASIER.





26HP

184.7 cc

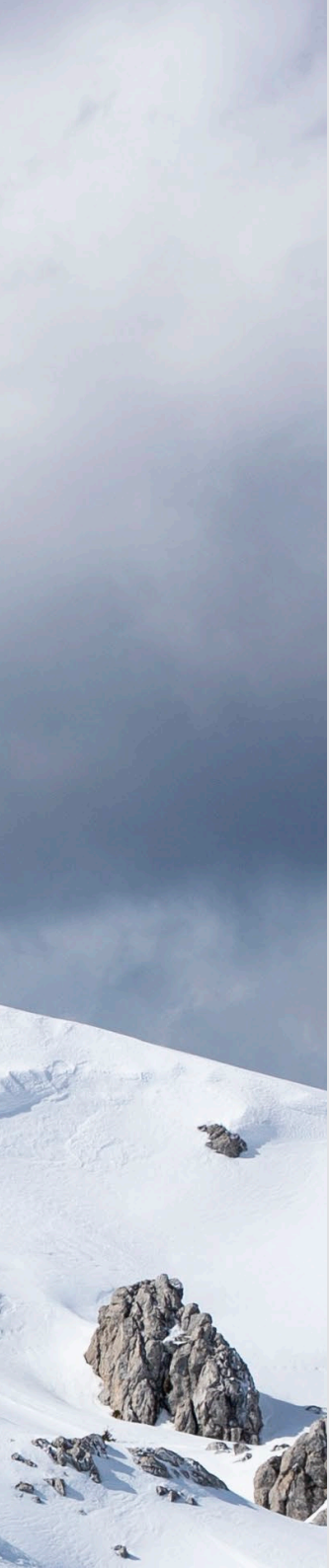
Cycle	2 strokes
Swept volume	184.7 cc
Power	26 hp at 8.600 RPM
Air intake	Reed valve intake, throttle body CNC, magnetic valve position sensor, airbox intake
Cooling	Air cooled, flow extraction from propeller, cooling shroud included
Starter	Electric starter only
Clutch	Centrifugal clutch - CNC machined
Reduction drive	Poly - V belt Ratio 1/2.68 - 1/2.87
Exhaust pipe	Tuned exhaust system, ceramic powder coating Double joint system with bronze bushing, double rib reinforcement system, "Db-killer" chamber and silencer pipe in carbon fibre
Fuel	Unleaded gasoline with 1,5 % synthetic oil (Motul800)
Consumption	2,5 litres/hour, at 30 kgs of static thrust, prop. 140 cms at 5.250 RPM (2 blades Vittorazi Approved Prop)
Weight	16.9 kgs
Thrust	92 kgs prop. 140 cms at 8.600 RPM (2 blades Vittorazi Approved Prop.)

FACTORY R



MORE TORQUE
FOR YOUR
THRILL





MOSTER 185 FACTORY-R

The touch of excellence

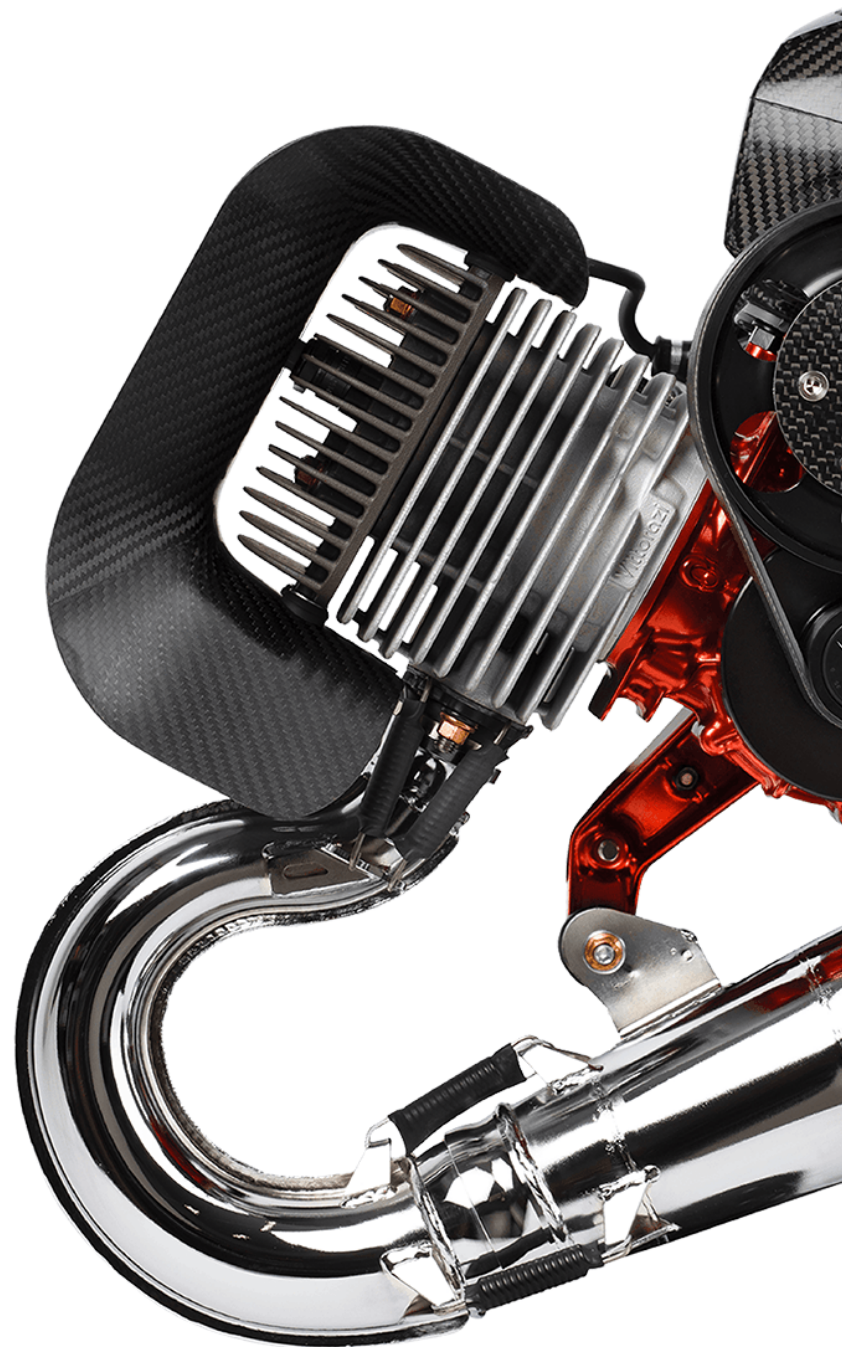
Like the passion and energy of the competition. Like the adrenaline that flows in your veins during a competition and you want to give it your everything, pushing yourself to the limits. Our Factory R is an evolved and changed engine,

with a "racing" spirit, able to give you a new excitement that you've never experienced before. It is more powerful than the previous version, with high precision and high quality components.



Strength and elegance

The weight / power ratio is exceptional: only 13.7 kgs of weight per 93 kgs of thrust with a 140 cms propeller, completely unique in its category. It is ideal for competitions, in particular the slalom, and is designed for experienced users, who want a high performance engine. The "luxury" components fitted to this engine offer even more refined and elegant lines and shapes. A real competition machine that will amaze you from the very first flight. Available in six different colors: red, orange, gold, silver, green and blue.





27HP

184.7 cc

Cycle	2 strokes
Swept volume	184.7 cc
Power	27 hp at 8.800 RPM
Intake	Carbon fiber airbox - Walbro carburettor Reed valve intake
Cooling	Extraction from propeller, cooling shroud included
Starter	Pull starter - 3S (Soft Starter System)
Clutch	Centrifugal clutch - CNC machined
Reduction drive	Ratio 1/2.87
Exhaust pipe	Hand-made pipe and Db-killer system, second joint, silencer pipe in carbon fiber
Fuel	Unleaded gasoline - Synthetic oil 2.5%
Consumption	4.0 liters/hour at 30 kgs of static thrust prop. 140 cms at 5.000 RPM
Weight	13.7 kgs
Thrust	93 kgs prop. 140 cms at 9.000 RPM

Engine carter case CNC machined from solid aluminium alloy 7075
Crank rod machined from solid - Carbon fiber airbox
Carbon fiber exhaust bracket - Carbon fiber propeller plate
Carbon fiber cooling shroud - Full kit of titanium screws - Iridium spark plug

COSMOS
300

THE LOOK
OF POWER



[Competition version of the engine]



COSMOS 300

Conquering a new flight

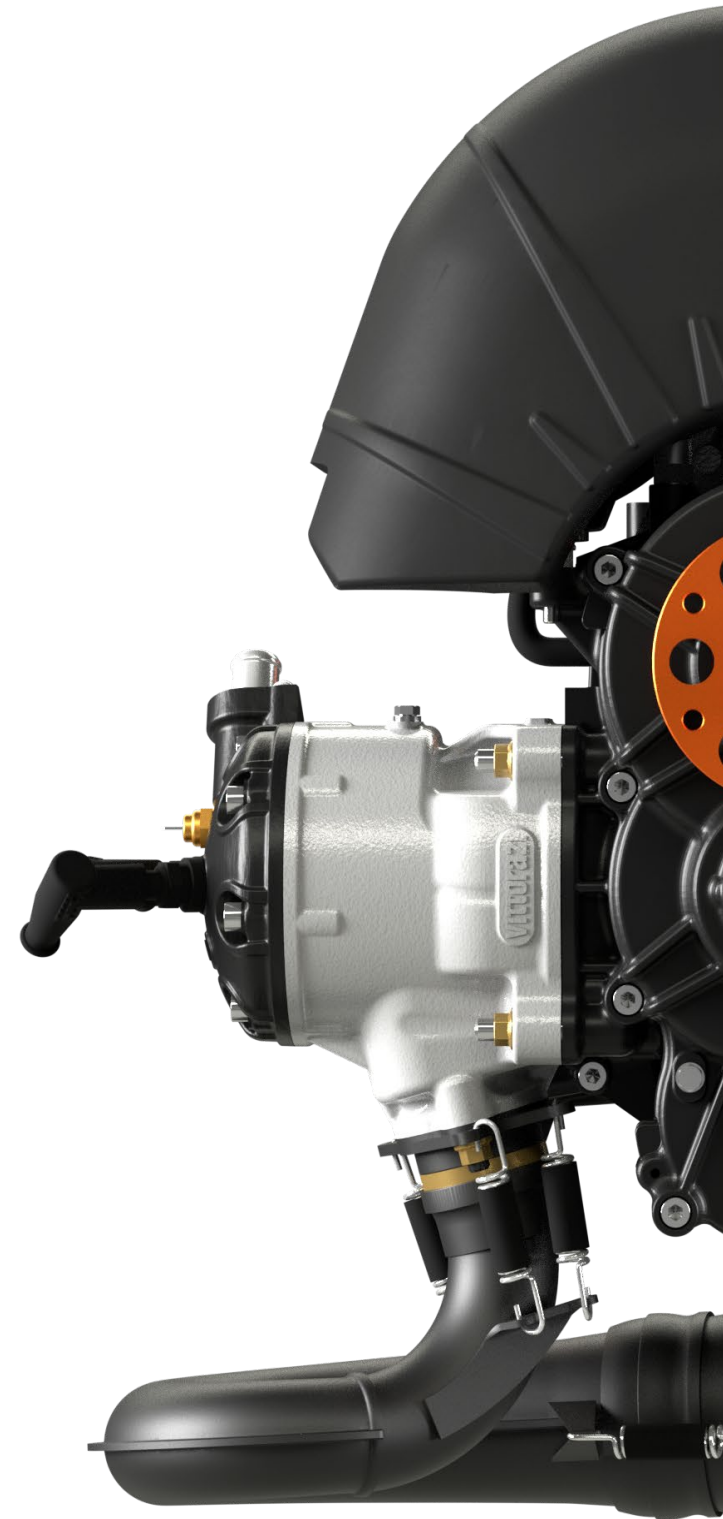
Cosmos 300 is our latest engine whose name tells a lot about it: it is the synthesis of the company's ambition to overcome its own limits to conquer new flying possibilities while officially entering the market for paramotor

trikes, hanggliders and minimal ultralights. There are many technical features that characterize this engine conceived and designed to achieve the perfect balance between performance, safety and comfort.



Minimum dimensions for maximum comfort

The power is always optimal, thanks to the liquid cooling system which has the function of controlling and maintaining the adequate temperature in different environmental conditions. The Cosmos 300 is equipped with the Twin Spark technology of aeronautical derivation, a system consisting of two independent ignitions capable of offering a double safety. This new engine will amaze you with the time needed between one maintenance and the next.





293.9 cc

Cycle	2 strokes
Swept volume	293.9 cc
Power	36 hp at 7.500 RPM
Intake	Airbox silencer - Diaphragm carburettor Integrate choke system - Reed valve intake
Cooling	Liquid cooling
Starter	Pull starter - 3S (Soft Starter System) Dual: Electric starter + Pull starter - 3S
Balancing system	Counter-rotating shaft
Reduction drive	Centrifugal clutch, oil lubricated spur gear system
Ignition	Single Spark or Twin Spark version
Exhaust pipe	Double joint system, double rid reinforcement system. EGT sensor threaded hole. Optimized noise reduction. Ceramic powder coating.
Fuel	Unleaded gasoline - Synthetic oil 1.5%
Consumption	3,2 liters/hour, at 40 kgs of static thrust prop. 160 cms 2 blades, at 4.500 RPM. 8,5 liters/hour, at 75 kgs of static thrust, prop. 160 cms 2 blades, at 6.000 RPM.
Weight	Single Spark, pull starter: 25,0 kgs Single Spark, dual starter: 26,5 kgs Twin Spark, dual starter: 27,0 kgs (full weight, radiator included, liquid excluded)
Thrust	110 kgs prop. 140 cms at 7.450 RPM (3 blades) 116 kgs prop. 150 cms at 7.450 RPM (2 blades) 124 kgs prop. 160 cms at 7.500 RPM (3 blades)



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