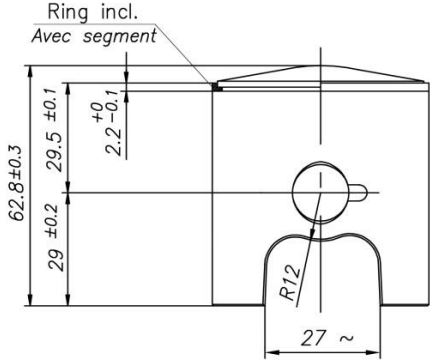
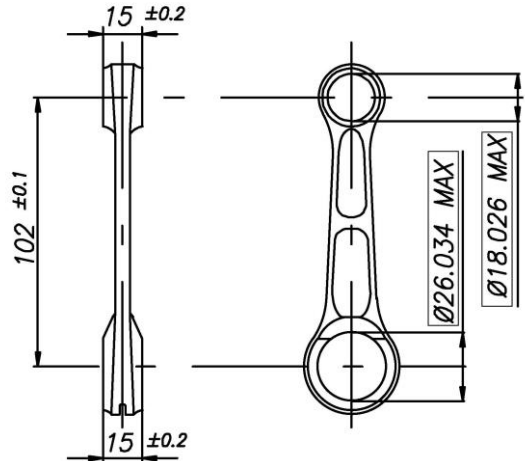
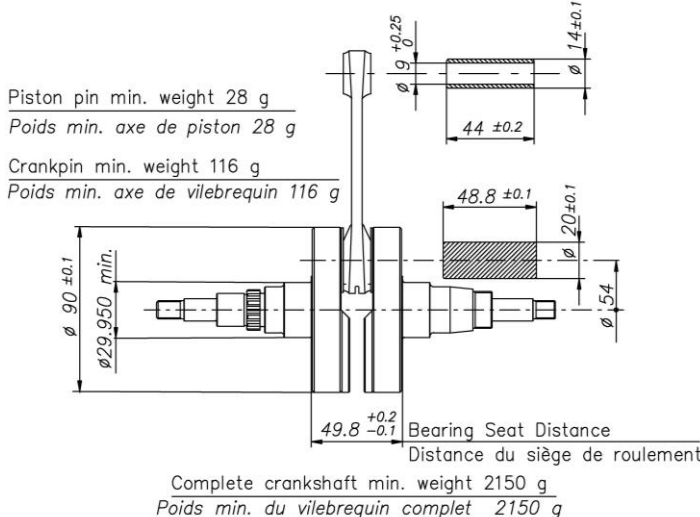
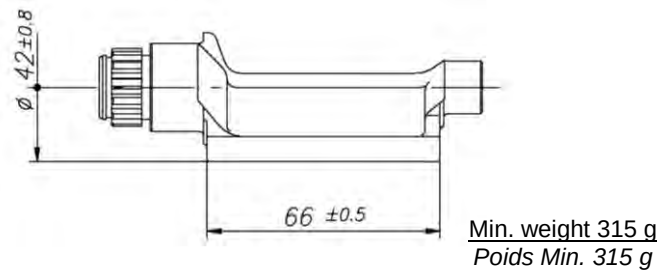
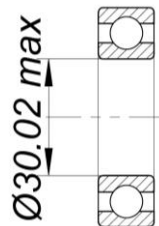
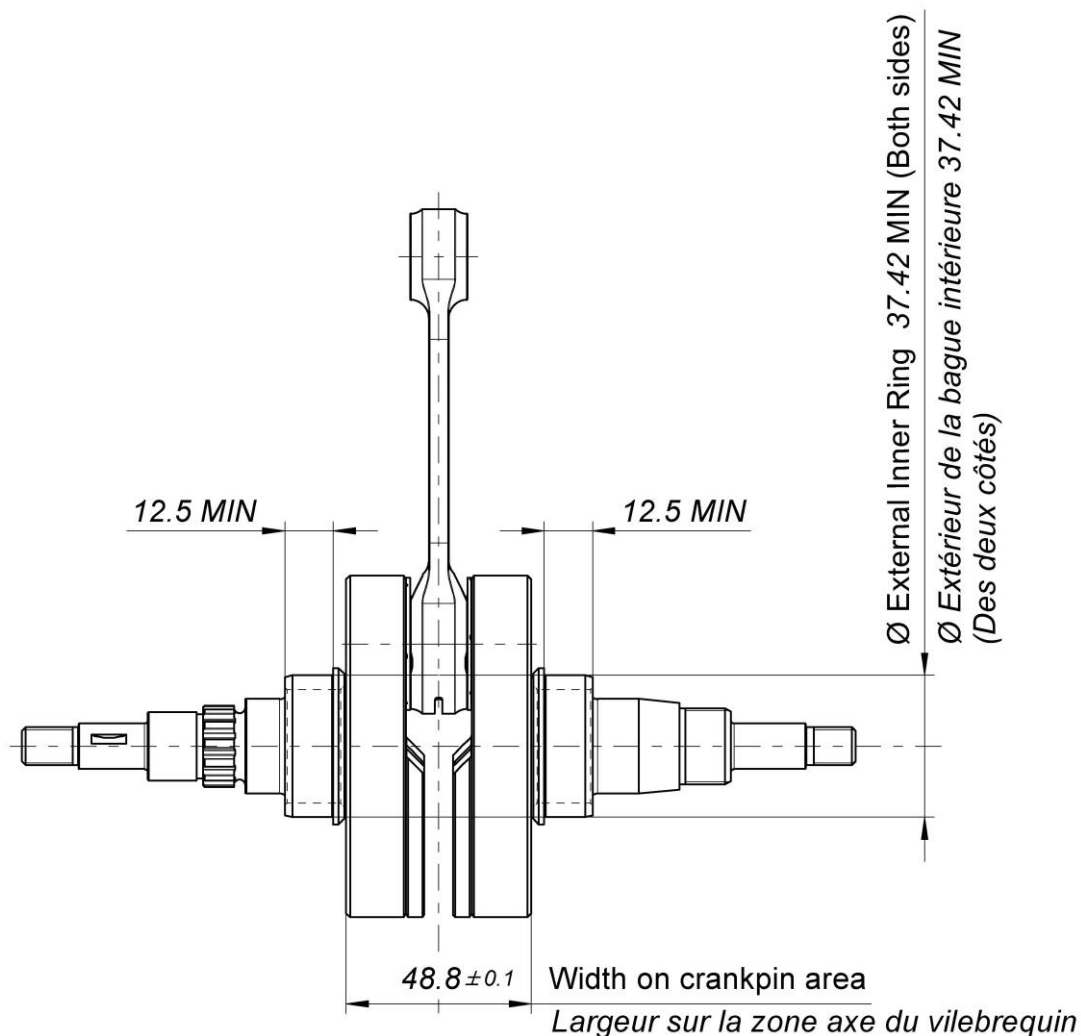


# X30 125cc RL-C TaG

|  |                         | FEATURES - CARACTERISTIQUES                                                |                                |
|------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------|--------------------------------|
|                                                                                    |                         | Cylinder volume<br><i>Volume du cylindre</i>                               | 123.67 cm <sup>3</sup>         |
|                                                                                    |                         | Bore<br><i>Alésage</i>                                                     | 54 mm                          |
|                                                                                    |                         | Max. bore<br><i>Alésage max.</i>                                           | 54.28 mm                       |
|                                                                                    |                         | Stroke<br><i>Course</i>                                                    | 54 mm                          |
|                                                                                    |                         | Cooling system<br><i>Système de refroidissement</i>                        | Water<br><i>À Eau</i>          |
|                                                                                    |                         | Inlet system<br><i>Système d' admission</i>                                | Reed valve<br><i>À clapets</i> |
|                                                                                    |                         | Cylinder / crankcase transfers n°<br><i>N° de canaux cylindre / carter</i> | 3 / 3                          |
| Carburetor Tillotson<br><i>Carburateur Tillotson</i>                               | HW-27A<br>(Ø27 Venturi) | Inlet / exhaust ports number<br><i>N° lumières admiss. / échapp.</i>       | 3 / 3                          |
| Number of piston rings<br><i>Nombre de segments</i>                                | 1                       | Combustion chamber shape<br><i>Forme chambre de combustion</i>             | Spherical<br><i>Sphérique</i>  |
| Big end conr. bearing diam.<br><i>Diamètre roulement tête de bielle</i>            | 20x26x15                | Selettra or PVL ignition<br><i>Allumage Selettra ou PVL</i>                | Digital                        |
| Crankshaft bearing diam.<br><i>Diamètre roulement du vilebrequin</i>               | 30x62x16                | Distance between conrod centers<br><i>Longueur (entraxe) de la bielle</i>  | 102 mm                         |
| Small end conr. bearing diam.<br><i>Diamètre roulement pied de bielle</i>          | 14x18x17.5              | RPM limiter<br><i>Limiteur de régime</i>                                   | Yes<br><i>Oui</i>              |
| Balancing shaft<br><i>Arbre d'équilibrage</i>                                      | Yes<br><i>Oui</i>       | Electric starter<br><i>Démarrreur électrique</i>                           | Yes<br><i>Oui</i>              |

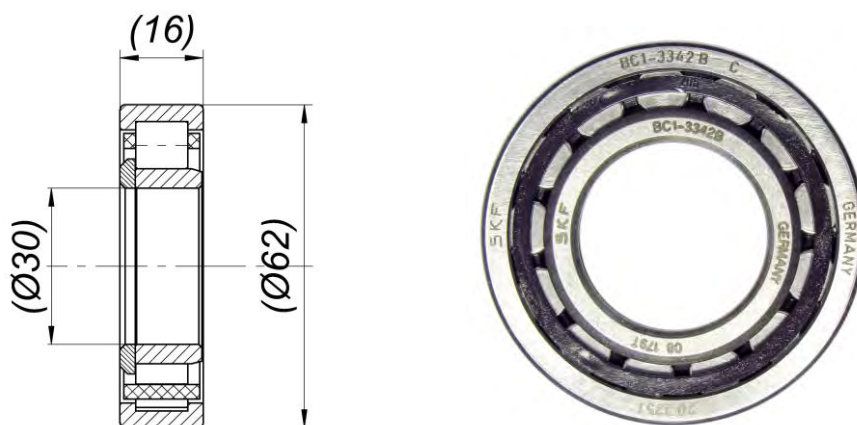
| DESCRIPTION OF THE MATERIAL<br>DESCRIPTION DES MATERIAUX                                                                                                                                                                                                                                                                     |                                  | PISTON                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Conrod material<br><i>Matériau de la bielle</i>                                                                                                                                                                                                                                                                              | Steel<br><i>Acier</i>            |  <p>Piston min. weight (ring incl.) 128 g<br/>Poids min. piston (avec segment) 128g</p>     |
| Crankshaft material<br><i>Matériau du vilebrequin</i>                                                                                                                                                                                                                                                                        | Steel<br><i>Acier</i>            |                                                                                                                                                                               |
| Balancing shaft material<br><i>Matériau de l'arbre d'équilibrage</i>                                                                                                                                                                                                                                                         | Steel<br><i>Acier</i>            |                                                                                                                                                                               |
| Gears material<br><i>Matériau des engrenages</i>                                                                                                                                                                                                                                                                             | Steel<br><i>Acier</i>            |                                                                                                                                                                               |
| Starter ring material<br><i>Matériau de la couronne démarreur</i>                                                                                                                                                                                                                                                            | Steel<br><i>Acier</i>            |                                                                                                                                                                               |
| Head material<br><i>Matériau de la culasse</i>                                                                                                                                                                                                                                                                               | Aluminium                        | DISTANCE BETWEEN CONROD CENTERS<br><i>ENTRAXE DE LA BIELLE</i>                                                                                                                |
| Cylinder material<br><i>Matériau du cylindre</i>                                                                                                                                                                                                                                                                             | Aluminium                        |  <p>Min. weight 110 g<br/>Poids min. 110 g</p>                                             |
| Liner material<br><i>Matériau de la chemise</i>                                                                                                                                                                                                                                                                              | Iron<br><i>Fonte</i>             |                                                                                                                                                                               |
| Crankcase material<br><i>Matériau du carter</i>                                                                                                                                                                                                                                                                              | Aluminium                        |                                                                                                                                                                               |
| Piston material<br><i>Matériau du piston</i>                                                                                                                                                                                                                                                                                 | Aluminium                        |                                                                                                                                                                               |
| Piston rings material<br><i>Matériau des segments</i>                                                                                                                                                                                                                                                                        | Iron<br><i>Fonte</i>             |                                                                                                                                                                               |
| Exhaust muffler material<br><i>Matériau du pot d'échappement</i>                                                                                                                                                                                                                                                             | Sheet-steel<br><i>Tôle acier</i> |                                                                                                                                                                               |
| Ball-bearings<br><i>Roulements</i>                                                                                                                                                                                                                                                                                           | Type 6206                        |                                                                                                                                                                               |
| CRANKSHAFT - VILEBREQUIN                                                                                                                                                                                                                                                                                                     |                                  | BALANCING SHAFT<br><i>ARBRE D'EQUILIBRAGE</i>                                                                                                                                 |
|  <p>Piston pin min. weight 28 g<br/>Poids min. axe de piston 28 g</p> <p>Crankpin min. weight 116 g<br/>Poids min. axe de vilebrequin 116 g</p> <p>Complete crankshaft min. weight 2150 g<br/>Poids min. du vilebrequin complet 2150 g</p> |                                  |  <p>Min. weight 315 g<br/>Poids Min. 315 g</p>                                            |
|                                                                                                                                                                                                                                                                                                                              |                                  | CRANKSHAFT BALL BEARINGS<br><i>ROULEMENTS À BILLES DU VILEBREQUIN</i>  <p>Ø30.02 max</p> |

**DIMENSIONS OF ALTERNATIVE CRANKSHAFT WITH ROLLER MAIN BEARINGS**  
**DIMENSIONS DU VILEBREQUIN ALTERNATIF AVEC ROULEMENTS A ROULEAUX**

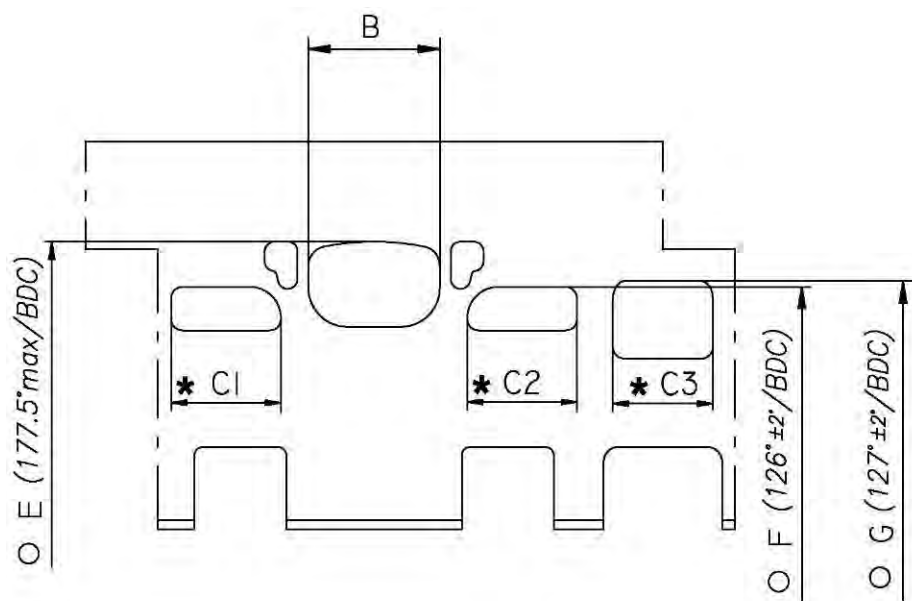


Crankshaft complete min. Weight 2220 g  
Poids min. du vilebrequin

**ROLLER MAIN BEARING**  
**ROULEMENTS À ROULEAUX DU VILEBREQUIN**



# CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

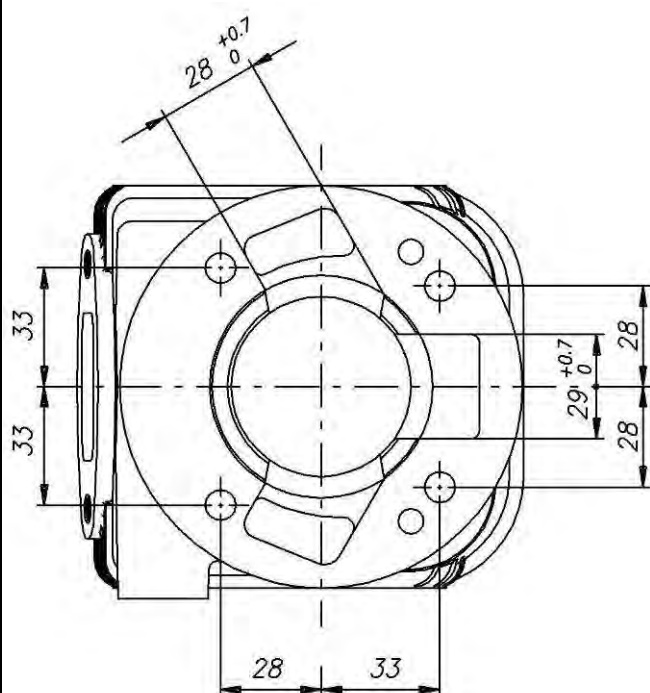


|         |                           |
|---------|---------------------------|
| B       | $\leq 36.5 \text{ mm}$    |
| C1 = C2 | $\leq 30 \text{ mm}$      |
| C3      | $\leq 28.5 \text{ mm}$    |
| E       | $177.5^\circ \text{ max}$ |
| F       | $126^\circ \pm 2^\circ$   |
| G       | $127^\circ \pm 2^\circ$   |

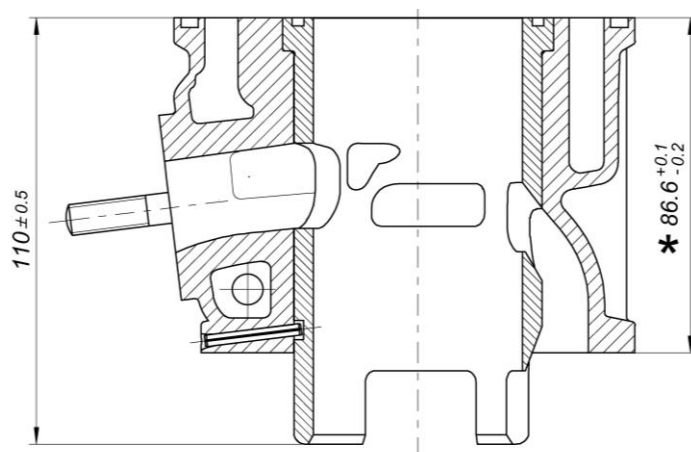
\* CHORDAL READING  
LECTURE CORDALE

○ ANGULAR READING BY INSERTING A 0.2x5 mm GAUGE  
LECTURE ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2x5 mm

## CYLINDER BASE VIEW VUE DE LA BASE DU CYLINDRE

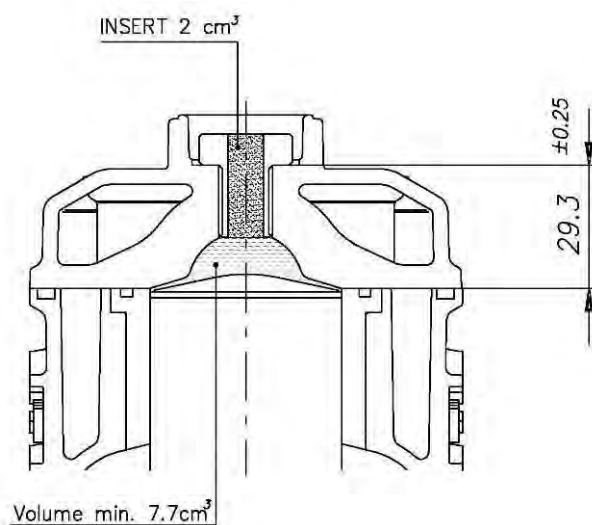


## CYLINDER CROSS SECTION VIEW VUE EN SECTION DU CYLINDRE



\* from the base plane of the cylinder  
to the top plane of the liner  
à partir du plan de base du cylindre  
jusqu'au plan supérieur de la chemise

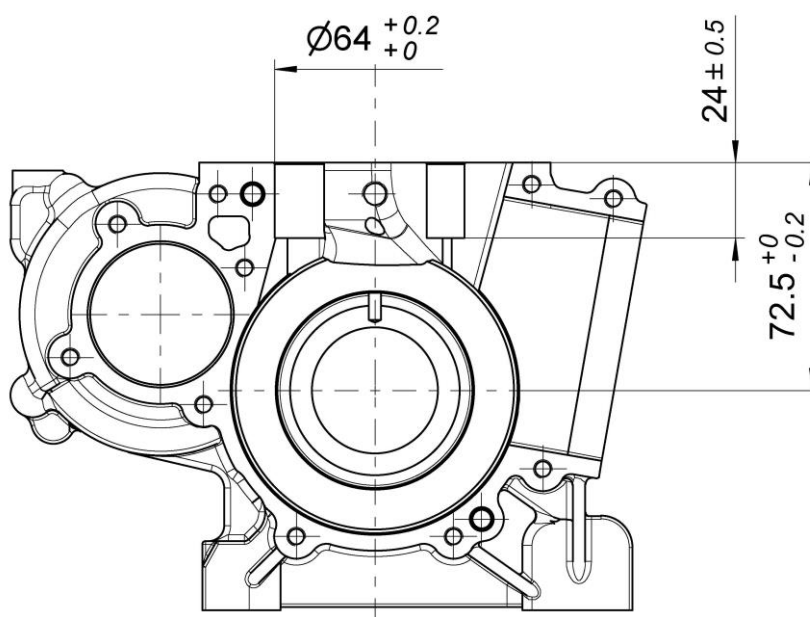
COMBUSTION CHAMBER VIEW  
VUE DE LA CHAMBRE DE COMBUSTION



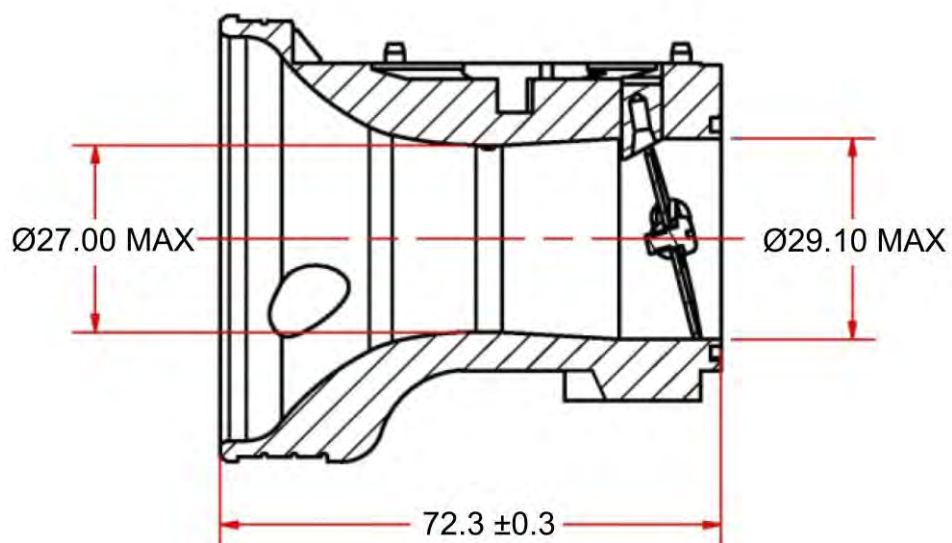
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.  
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

**ATT. : SQUISH MIN. = 0.90 mm**  
(measured with Ø1.5mm TIN - mesurée avec de l'étain Ø1.5mm)

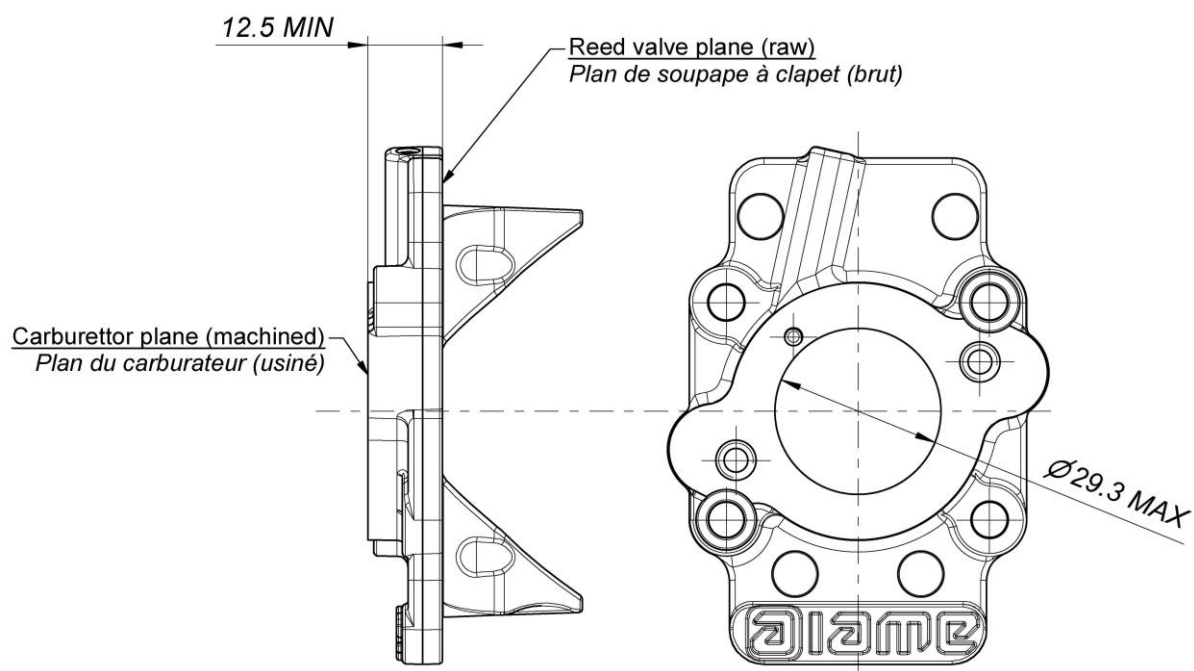
CRANKCASE INSIDE VIEW  
VUE A' L' INTERIEUR DU CARTER



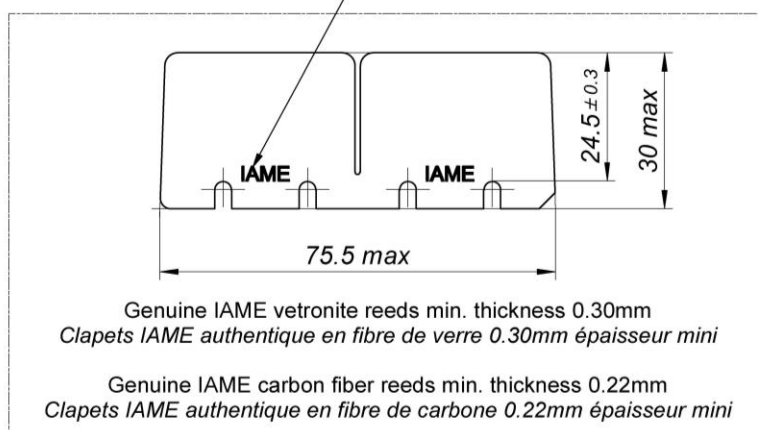
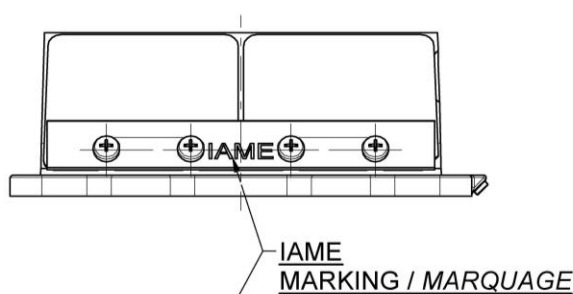
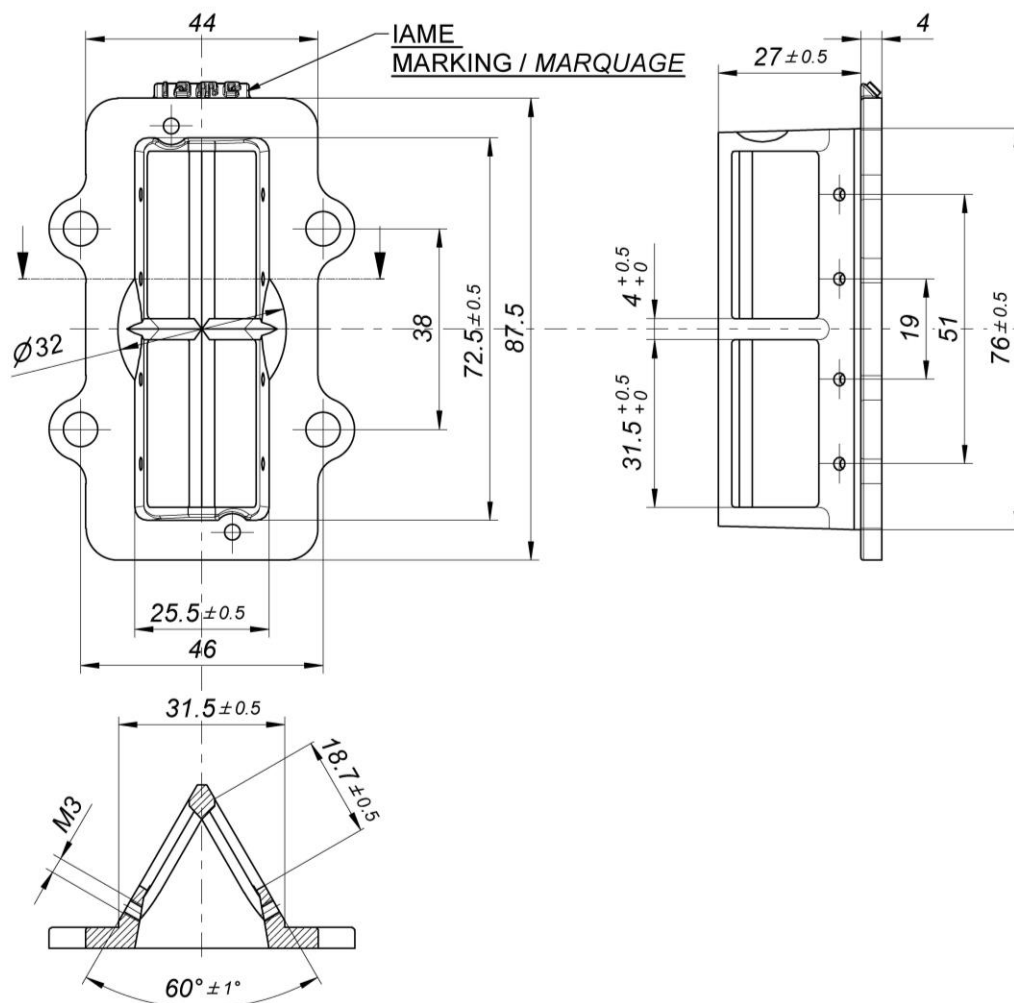
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS  
 DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



INLET CONVEYOR DIMENSIONS  
 CONVOYEUR D'ADMISSION

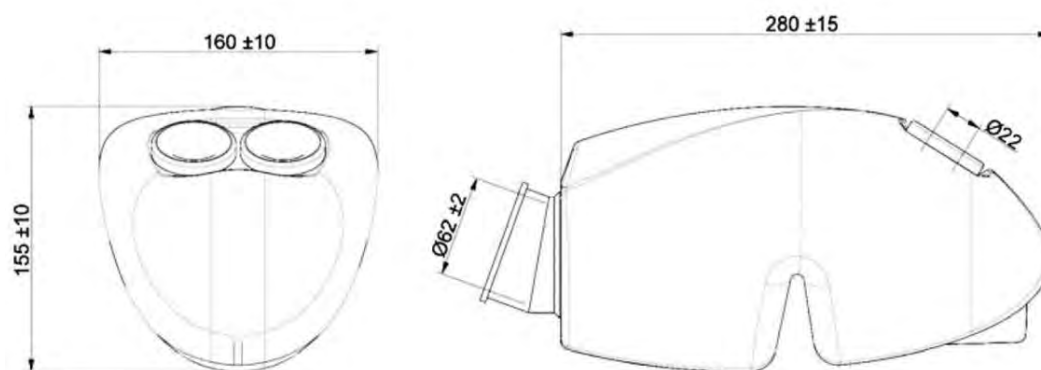


# REED VALVE - DIMENSIONS AND MARKING BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE

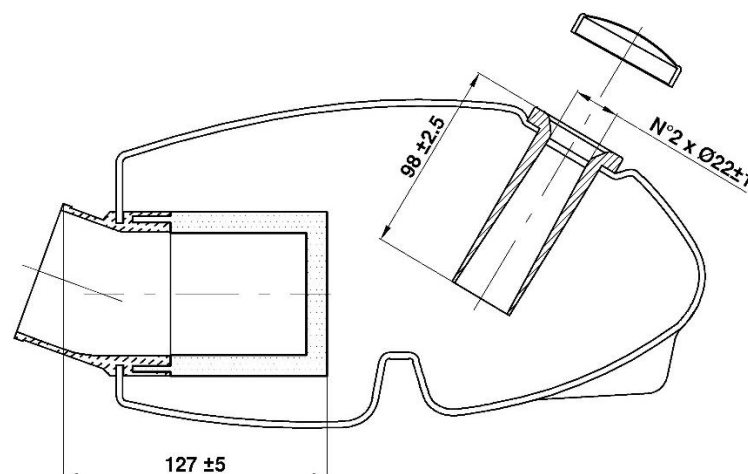




INLET SILENCER – DRAWING  
 DESSIN DU SILENCIEUX D'ADMISSION



WITH SPONGE AIR FILTER  
AVEC MANCHON COMPLET ET FILTRE À AIR

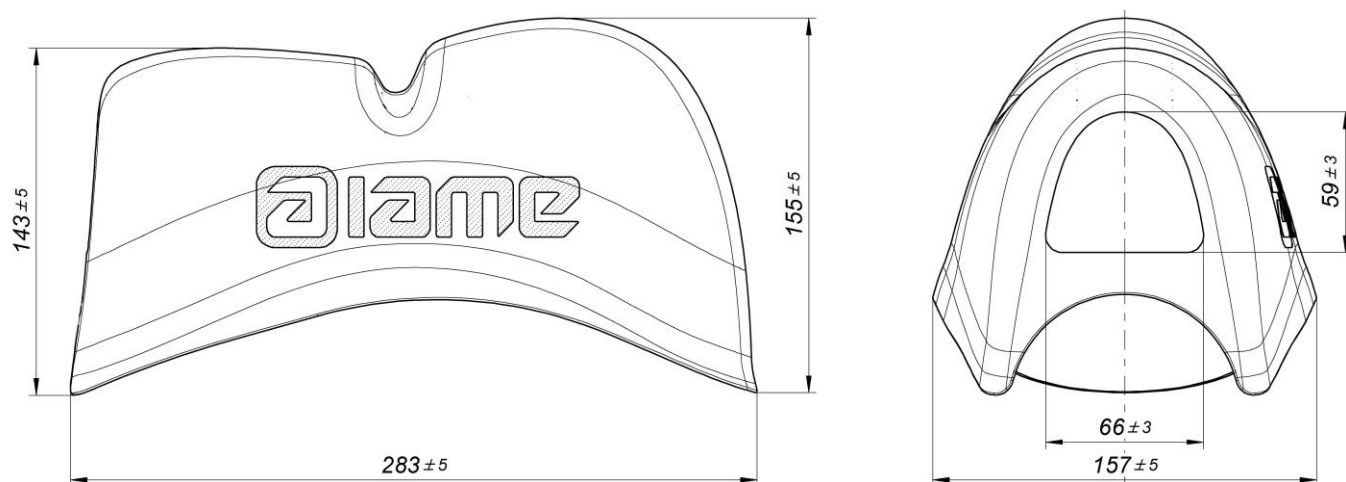


INLET SILENCER - PHOTO  
 PHOTO - SILENCIEUX D'ADMISSION





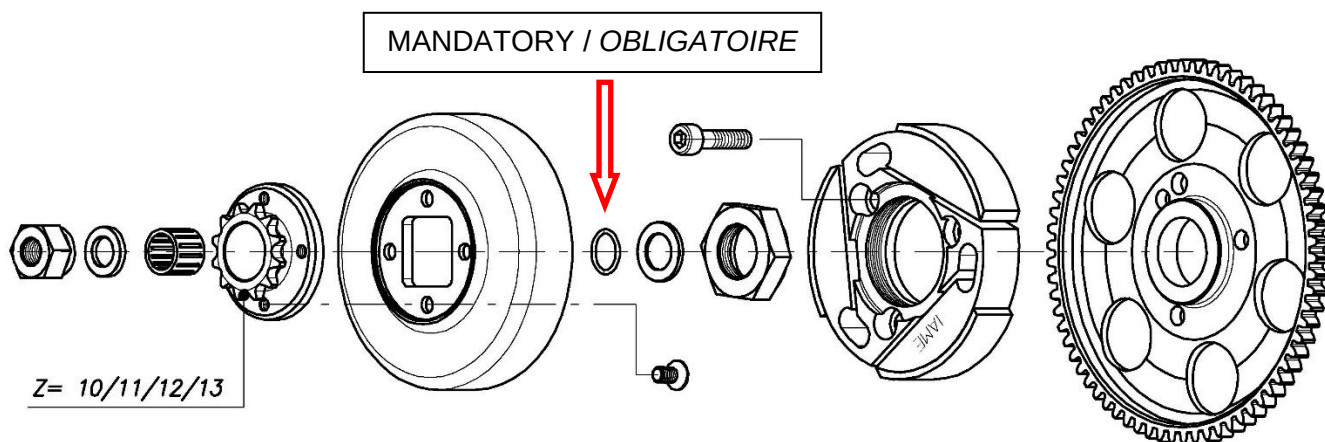
RAIN COVER INLET SILENCER – DRAWING  
 DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



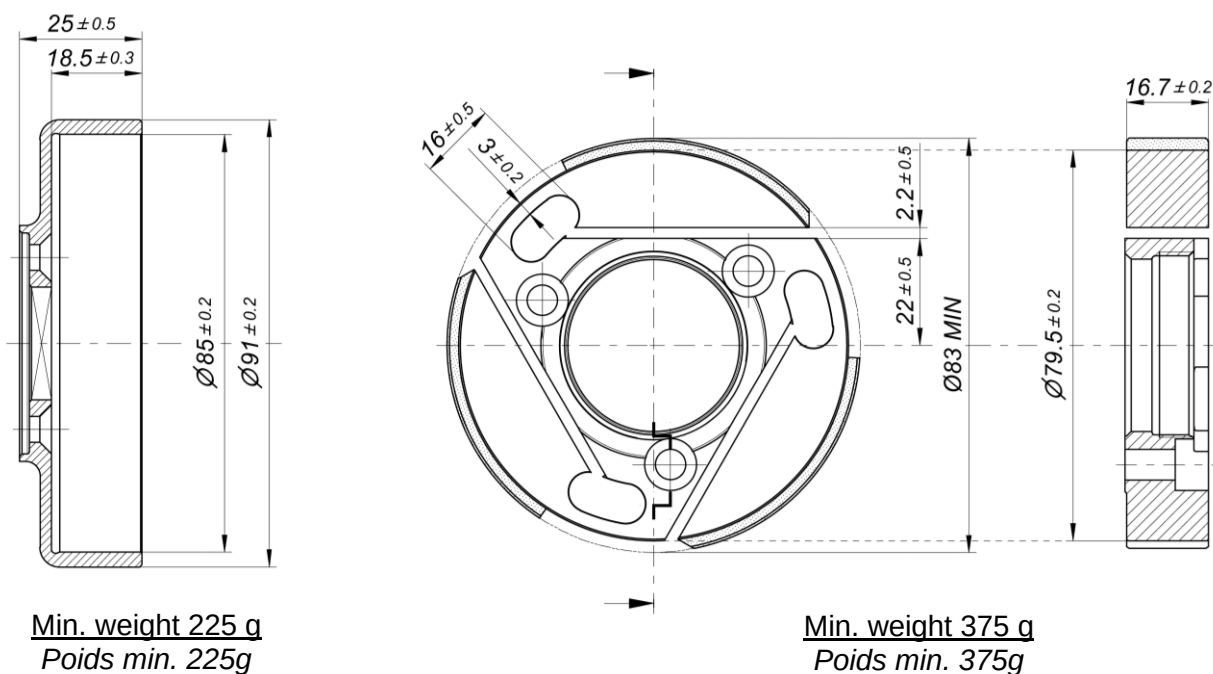
RAIN COVER INLET SILENCER - PHOTO  
 PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



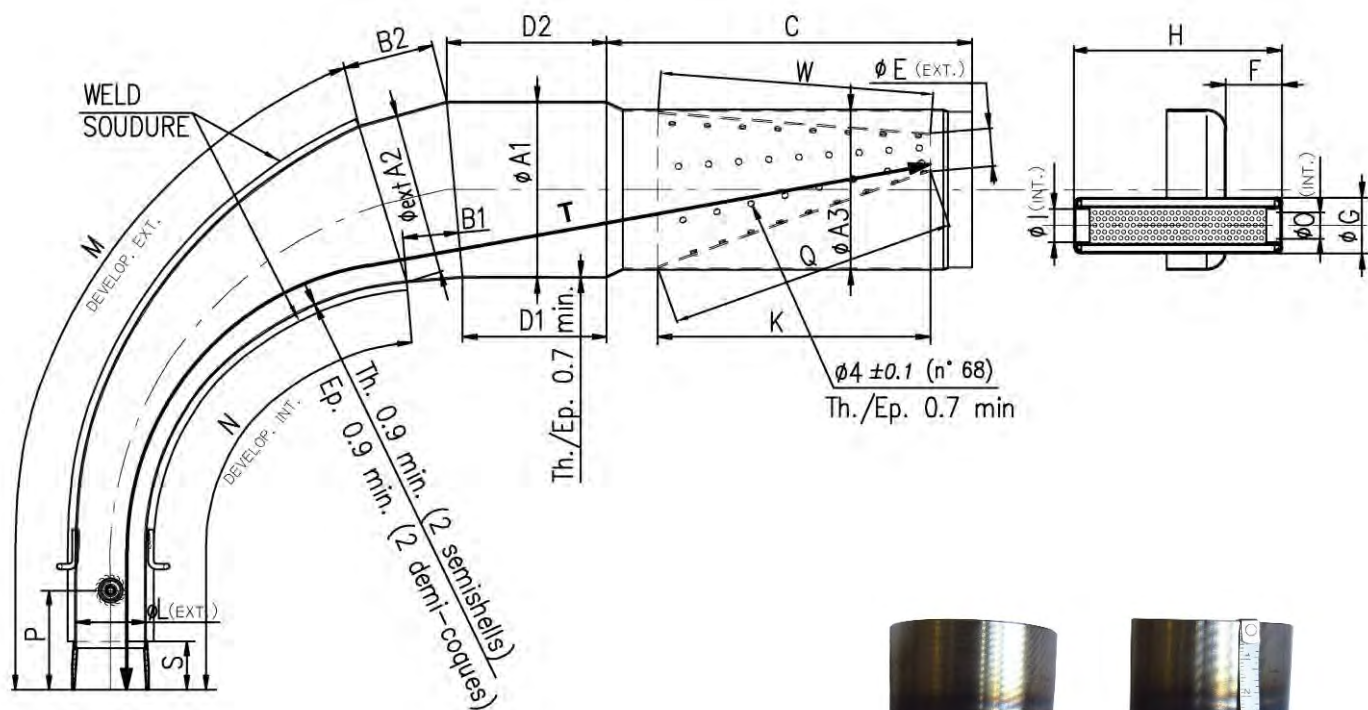
## DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



## COMPONENTS OF THE CLUTCH – COMPOSANTS DE L'EMBRAYAGE

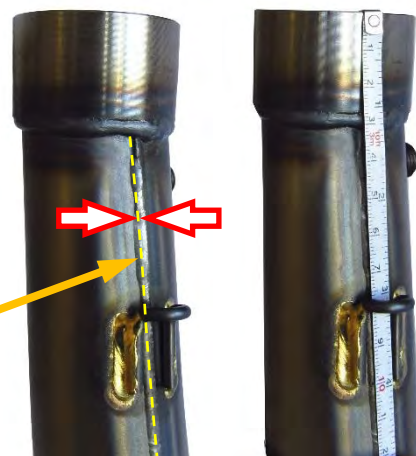


**EXHAUST MUFFLER VIEW AND DIMENSIONS**  
**VUE ET DIMENSIONS DU SILENCIEUX D'ÉCHAPPEMENT**



The tape must follow the centerline of the weld at all points.

Le ruban doit suivre l'axe de la soudure en tous points.



Min. Weight 1.780 g  
Poids min. 1.780 g

|                                   |                          |                                 |                                   |                               |                         |
|-----------------------------------|--------------------------|---------------------------------|-----------------------------------|-------------------------------|-------------------------|
| <b>ØA1:</b> <u>110 ±1.5</u> Øext. | <b>B2:</b> <u>60 ±3</u>  | <b>ØE:</b> <u>23.5 ±2</u> Øext. | <b>ØI:</b> <u>21 ±1</u> Øint.     | <b>N:</b> <u>341 ±3</u>       | <b>T:</b> <u>690 ±3</u> |
| <b>ØA2:</b> <u>102 ±1.5</u> Øext. | <b>C:</b> <u>219 ±3</u>  | <b>F:</b> <u>36 ±2</u>          | <b>K:</b> <u>170 ±3</u>           | <b>ØO:</b> <u>21 ±1</u> Øint. | <b>W:</b> <u>170 ±3</u> |
| <b>ØA3:</b> <u>100 ±1.5</u> Øext. | <b>D1:</b> <u>90 ±3</u>  | <b>ØG:</b> <u>35 ±1</u> Øext.   | <b>ØL:</b> <u>42.5 ±1.5</u> Øext. | <b>P:</b> <u>50 ±10</u>       | <b>Q:</b> <u>182 ±3</u> |
| <b>B1:</b> <u>60 ±3</u>           | <b>D2:</b> <u>109 ±3</u> | <b>H:</b> <u>132 ±3</u>         | <b>M:</b> <u>437 ±3</u>           | <b>S:</b> <u>29 ±1.5</u>      |                         |

**ATTENTION:**

The dimensions "**M**", "**N**" and "**T**" must be taken by steel tape measure 6mm wide.  
The dimensions "**M**" and "**N**" must be taken on the weld centerline.

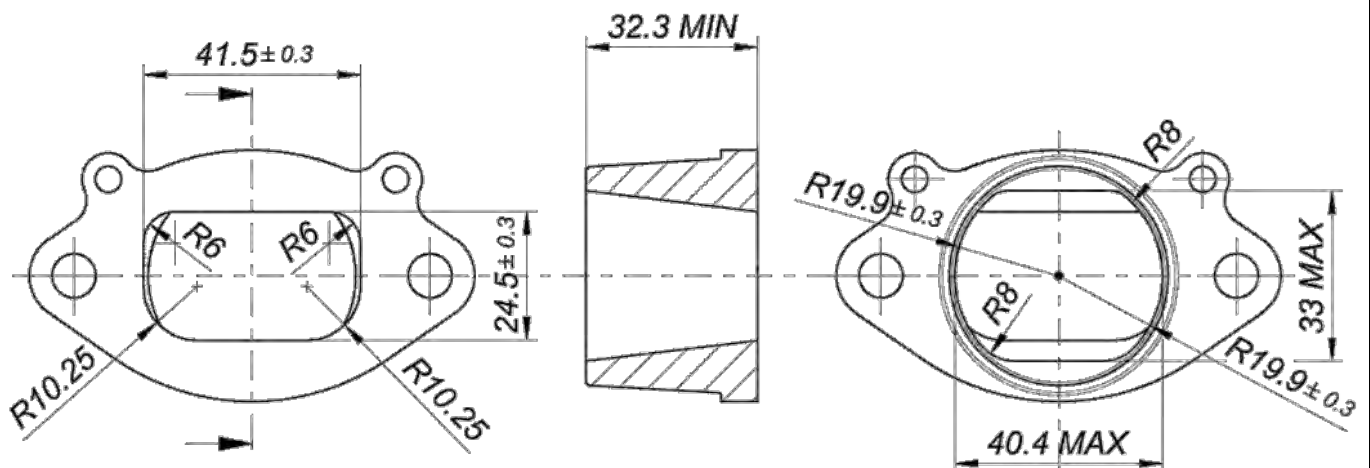
Les dimensions « **M** », « **N** » et « **T** » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.

Les dimensions « **M** », « **N** » doivent être prises sur l'axe de la soudure.

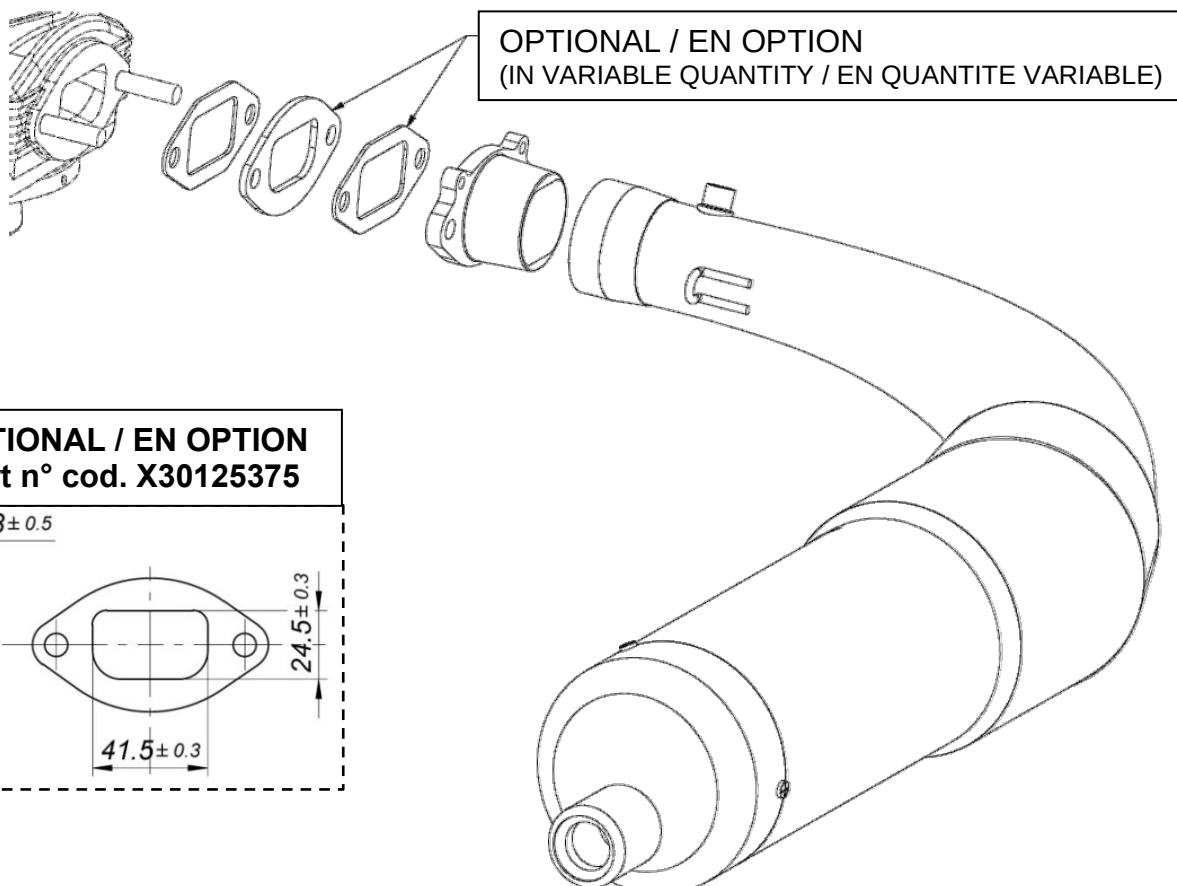
The dimensions "**Q**" and "**W**" must be taken by steel tape measure 12mm wide.

Les dimensions « **Q** » et « **W** » doivent être prises à l'aide d'un ruban à mesurer en acier 12 mm de large.

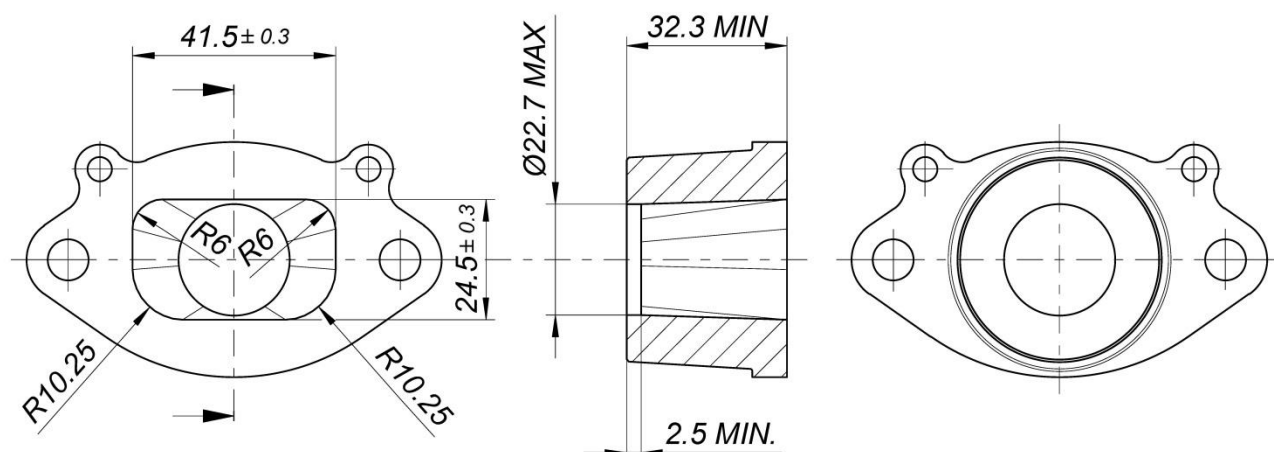
SENIOR EXHAUST FITTING  
RACCORD D'ÉCHAPPEMENT SENIOR



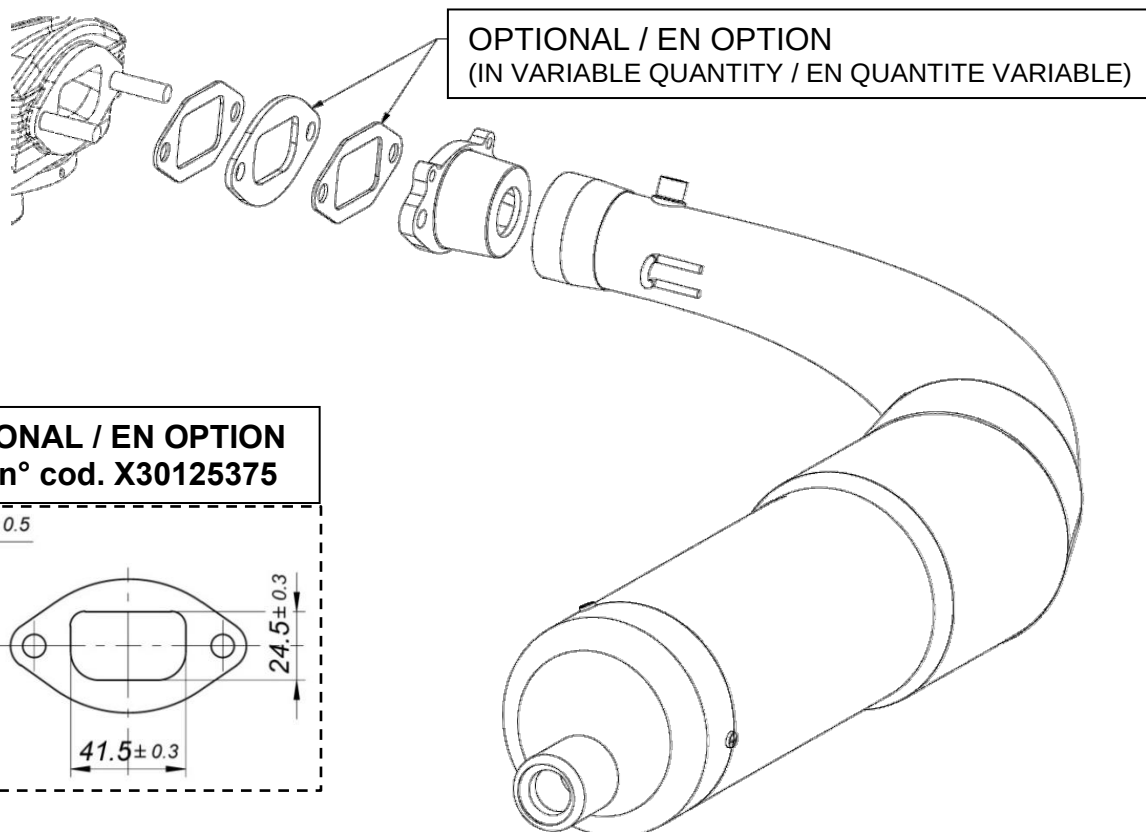
SENIOR EXHAUST INSTALLATION  
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



JUNIOR EXHAUST FITTING  
RACCORD D'ÉCHAPPEMENT JUNIOR

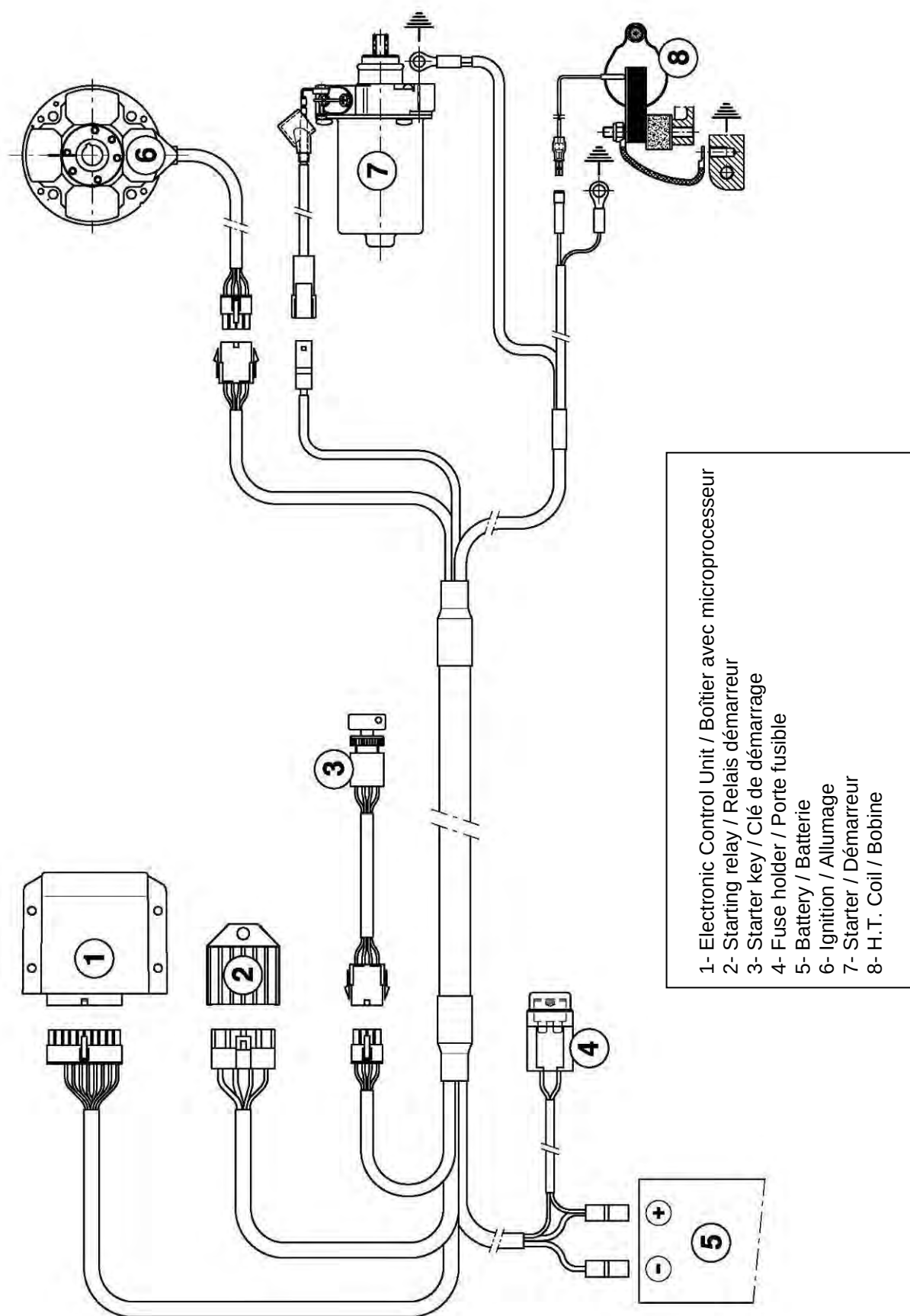


JUNIOR EXHAUST INSTALLATION  
INSTALLATION DE L'ÉCHAPPEMENT JUNIOR

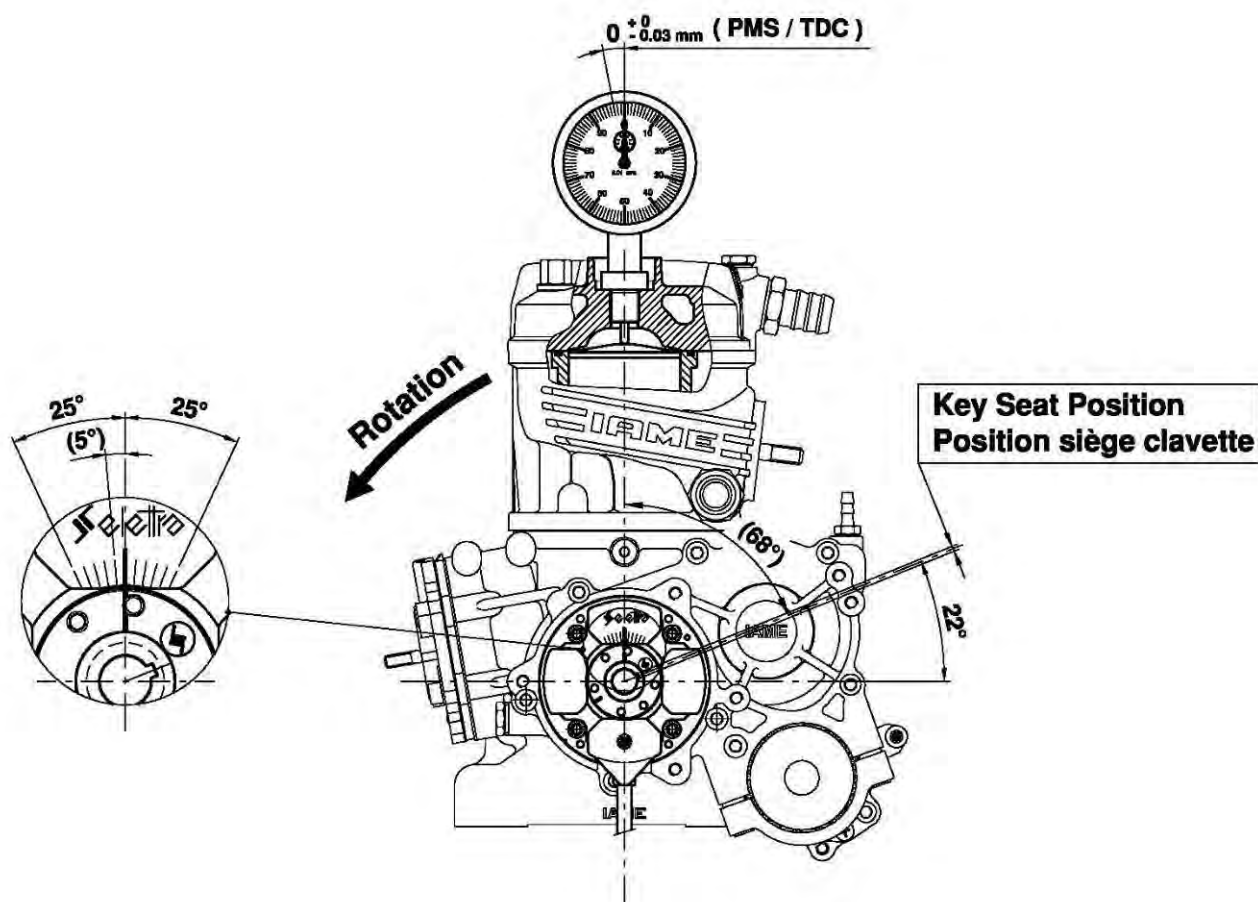




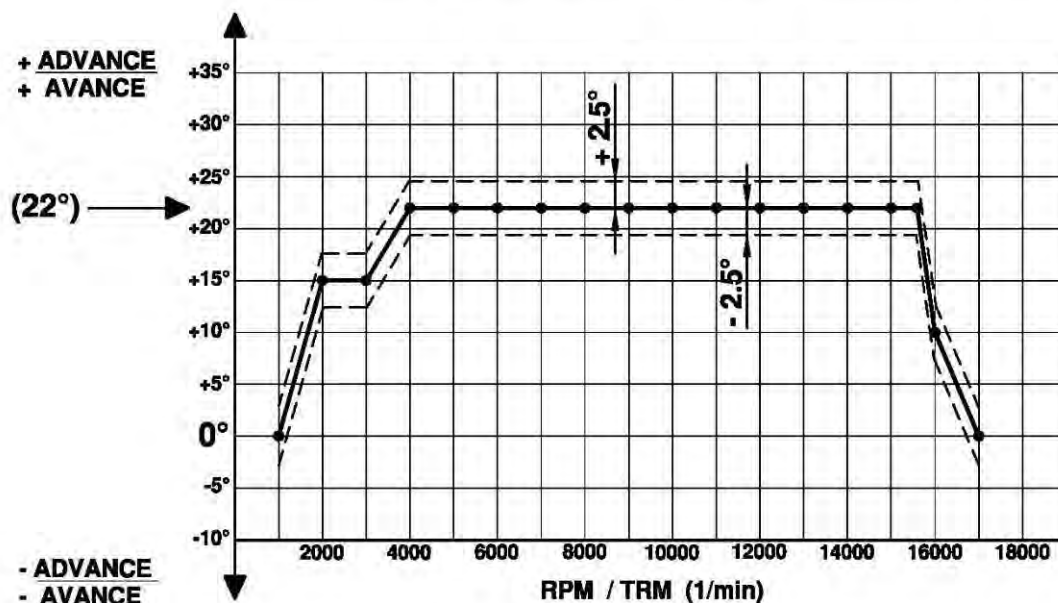
WIRING DIAGRAM ( SELETTRA DIGITAL "K" IGNITION )  
SCHEMA CIRCUIT ELECTRIQUE ( ALLUMAGE SELETTRA DIGITAL "K" )



# SCHEME FOR ADVANCE CONTROL SCHEMA POUR LE CONTROLE DE L'AVANCE

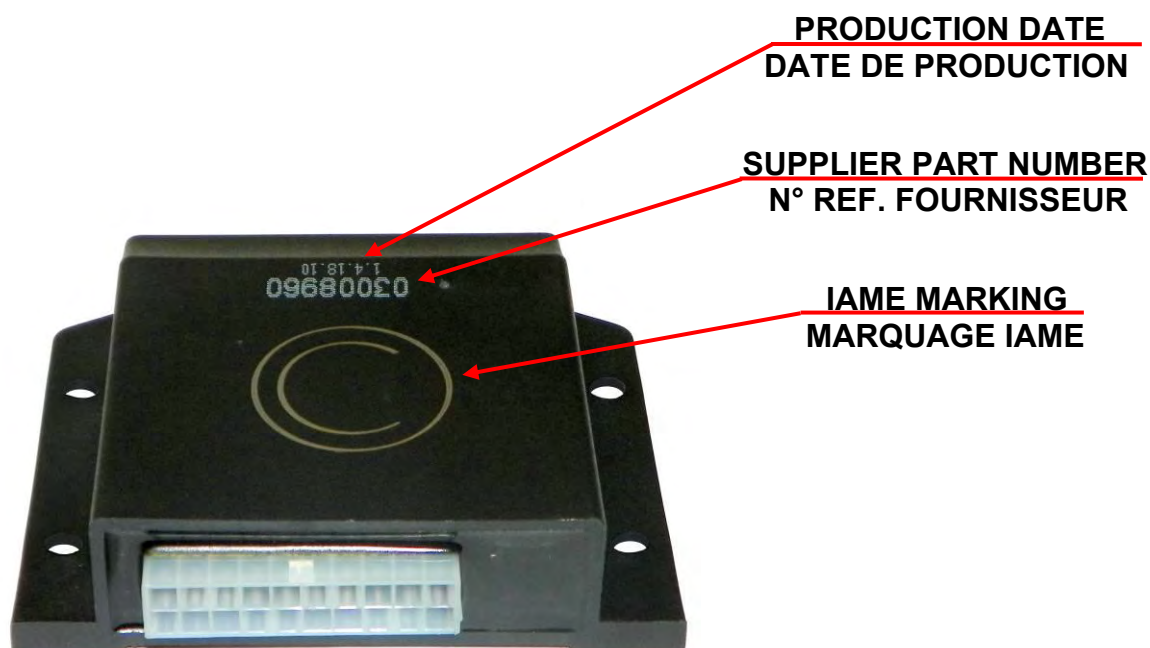


## ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE

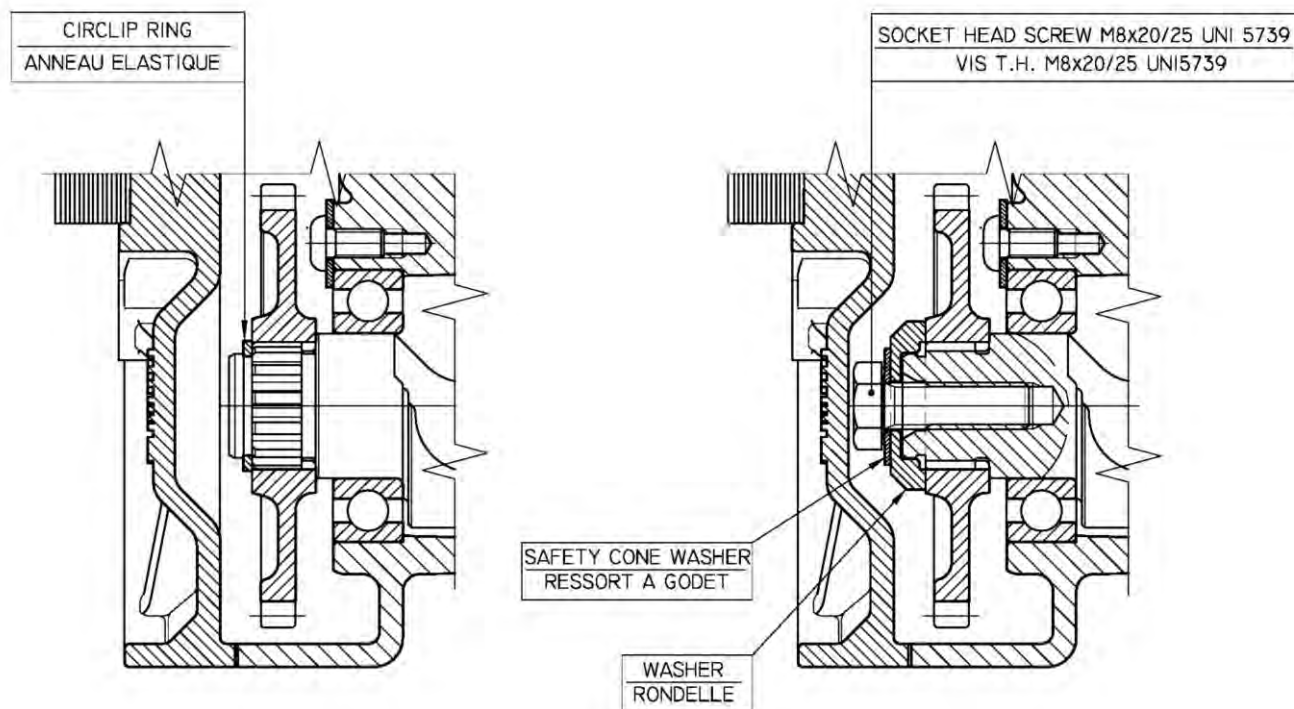




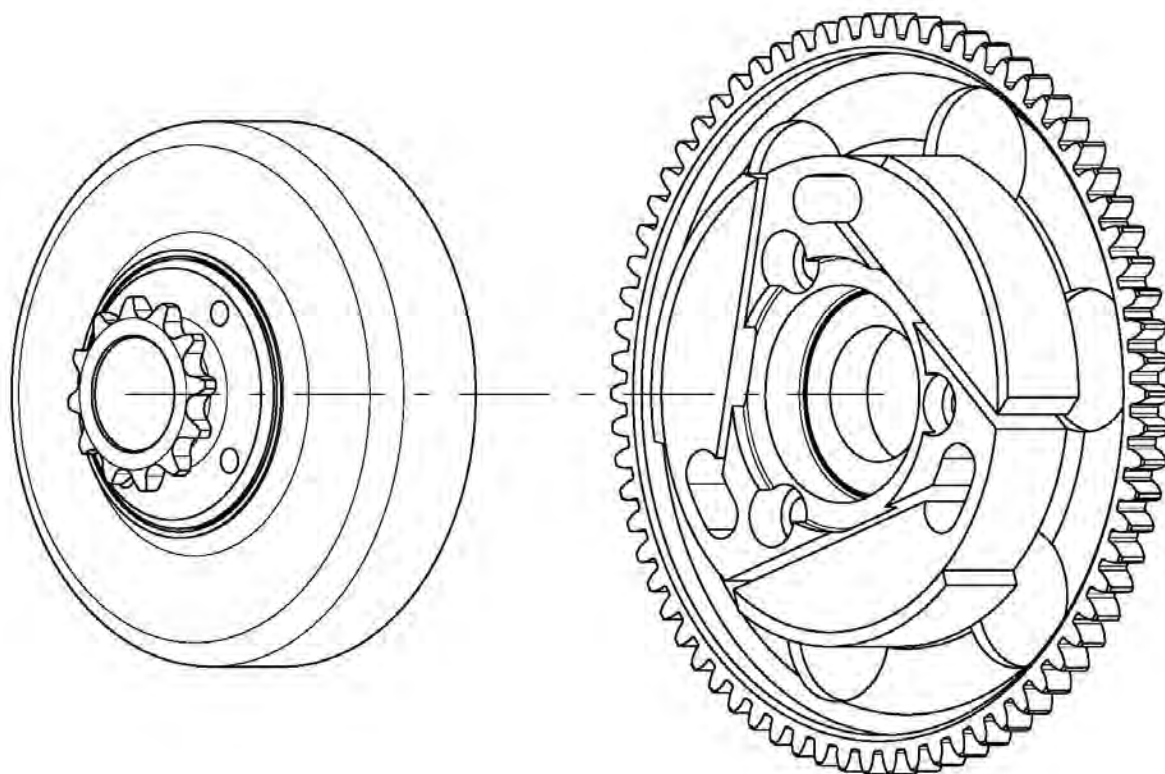
ELECTRONIC BOX MARKING  
MARQUAGE DU BOITIER ELECTRONIQUE



GEAR ALTERNATIVE FIXING  
FIXATION ALTERNATIVE DE L'ENGRENAGE



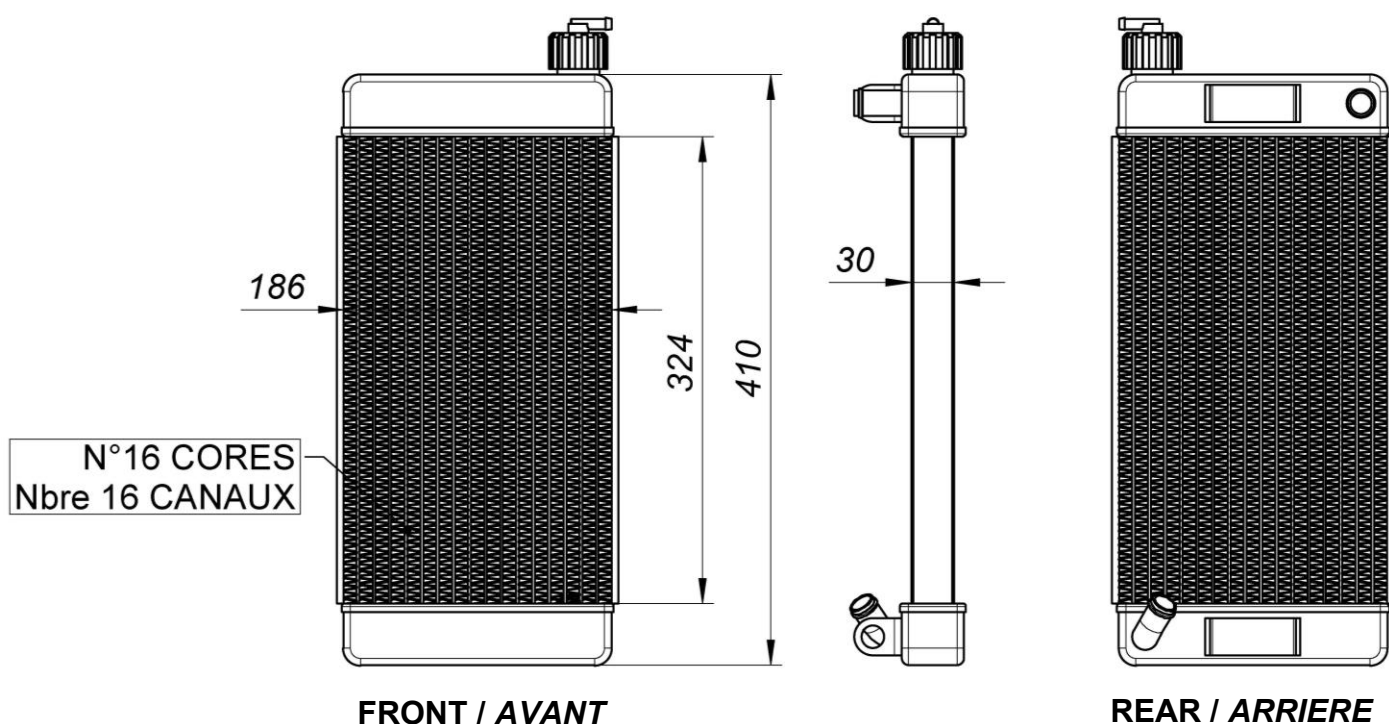
## DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



Min. weight 300 g  
*Poids min. 300 g*

Min. weight 680 g  
*Poids min. 680 g*

**RADIATOR DESCRIPTION AND SKETCH OF PARTS**  
**DESCRIPTION DU RADIATEUR ET SCHEMA ILLUSTRANT LES ELEMENTS**

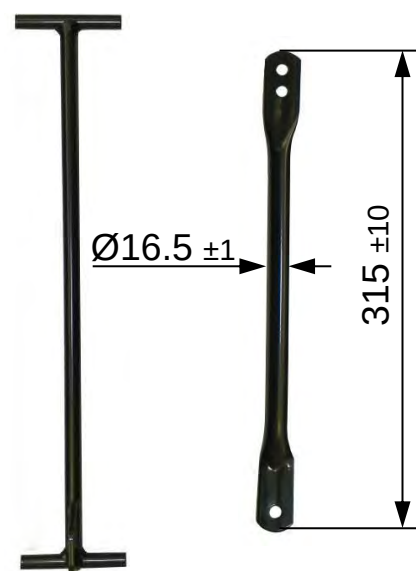


**PAINTED AND NOT PAINTED**  
**PEINT ET PAS PEINT**



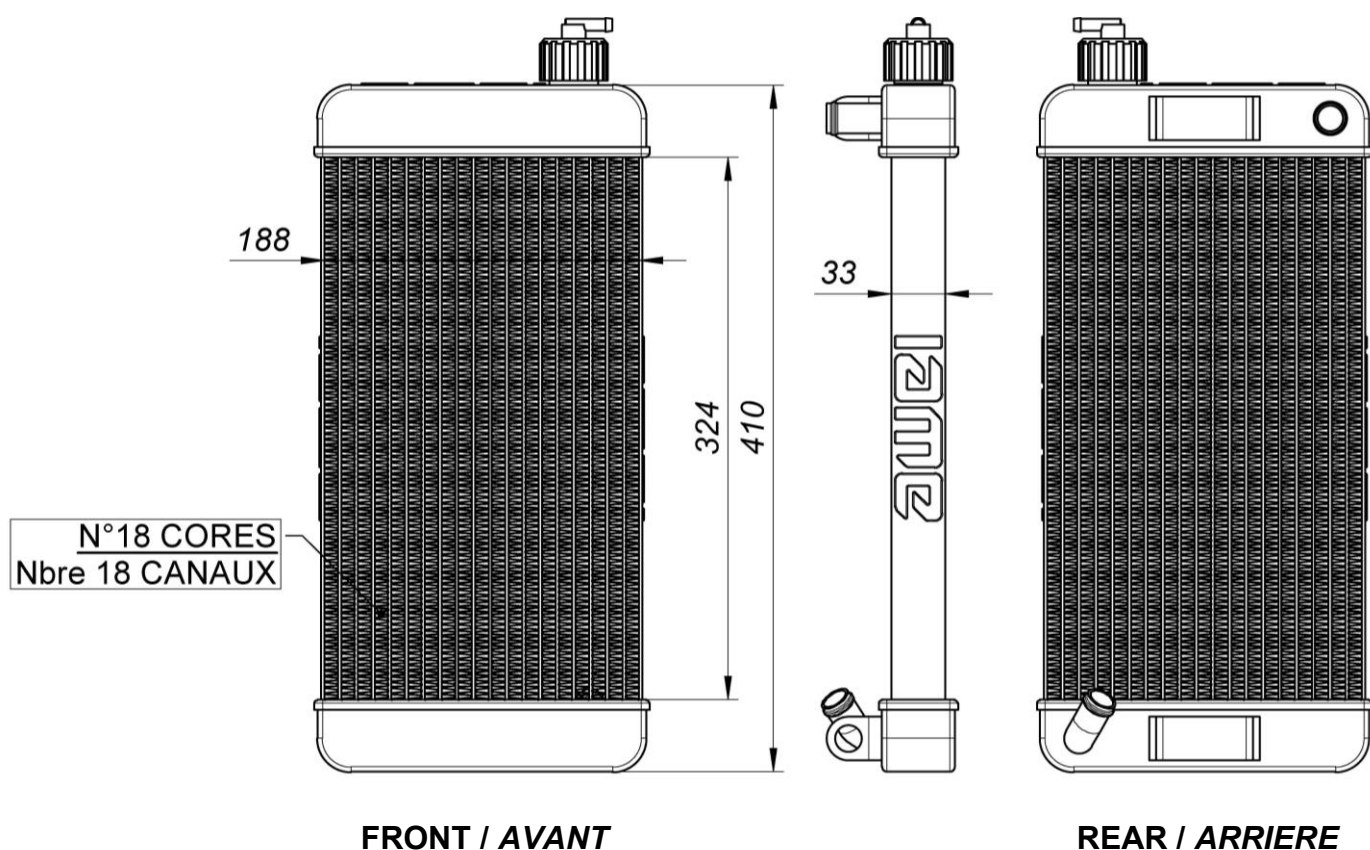
**FRONT / AVANT**

**REAR / ARRIERE**

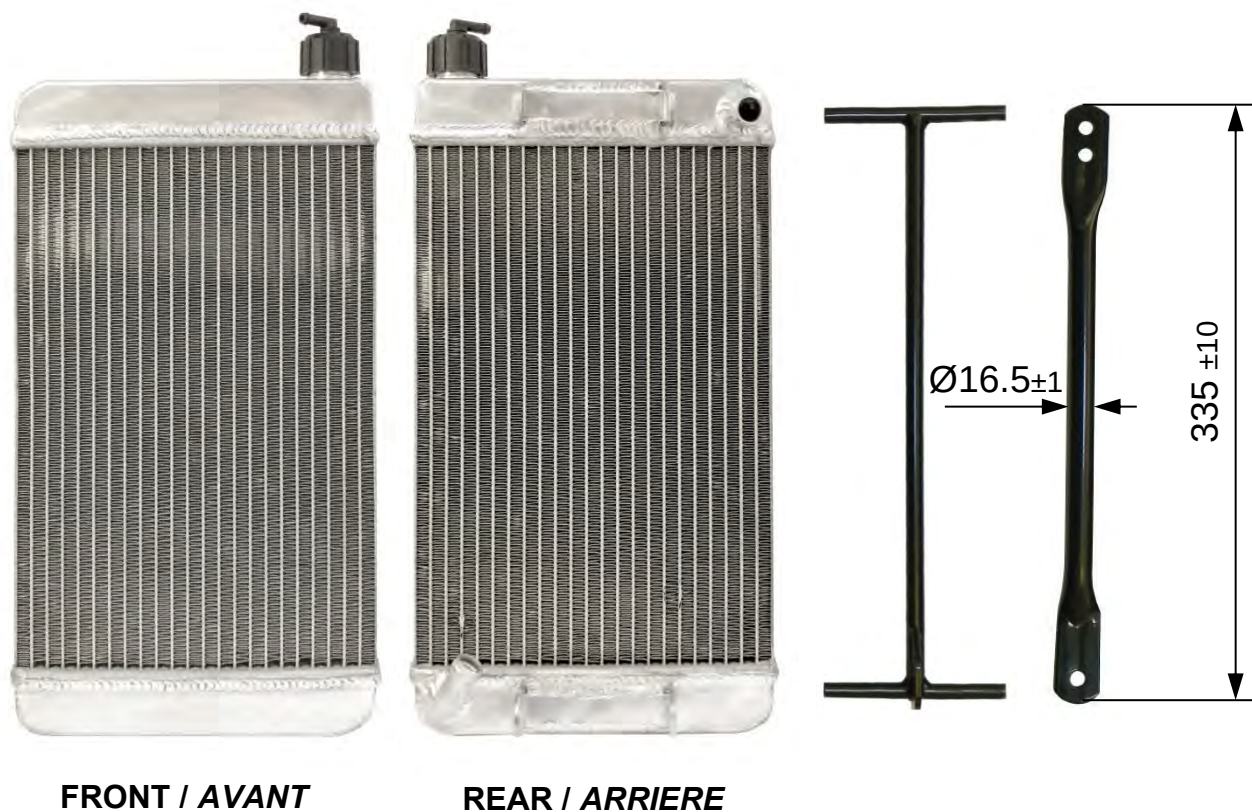
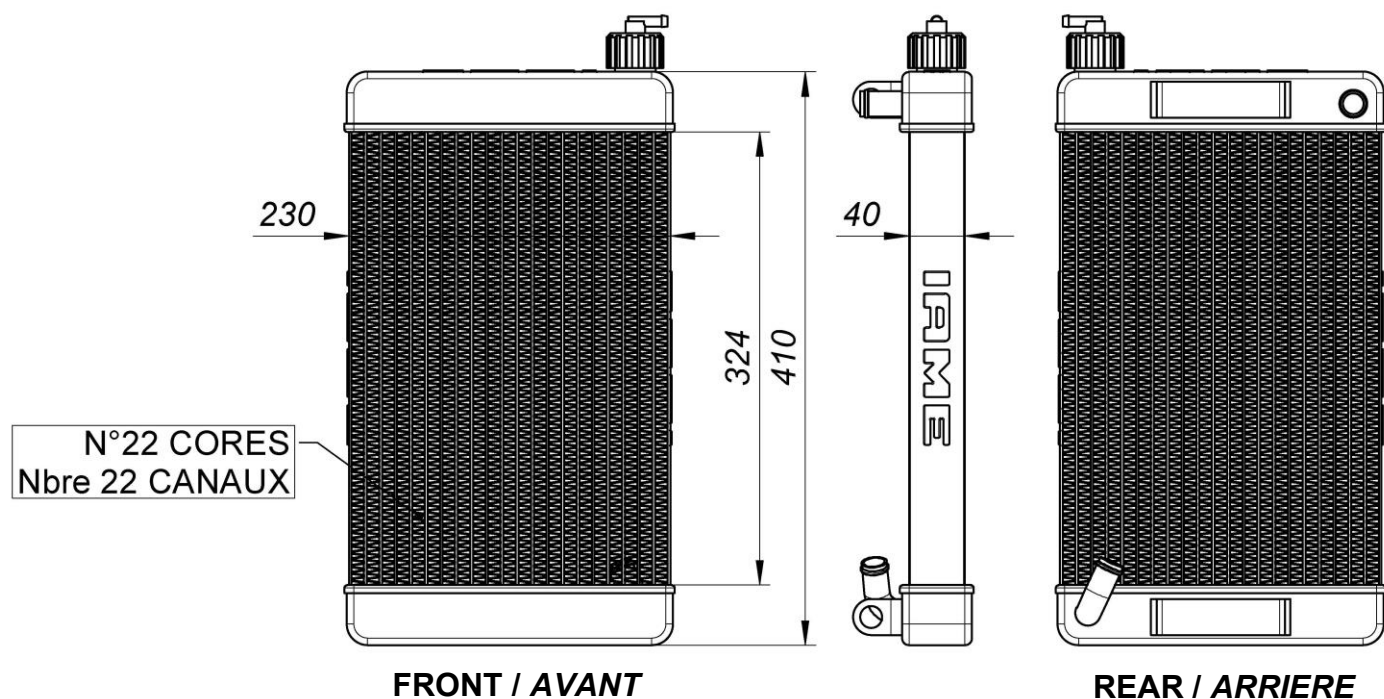




# RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH DESCRIPTION DU RADIATEUR ALTERNATIF

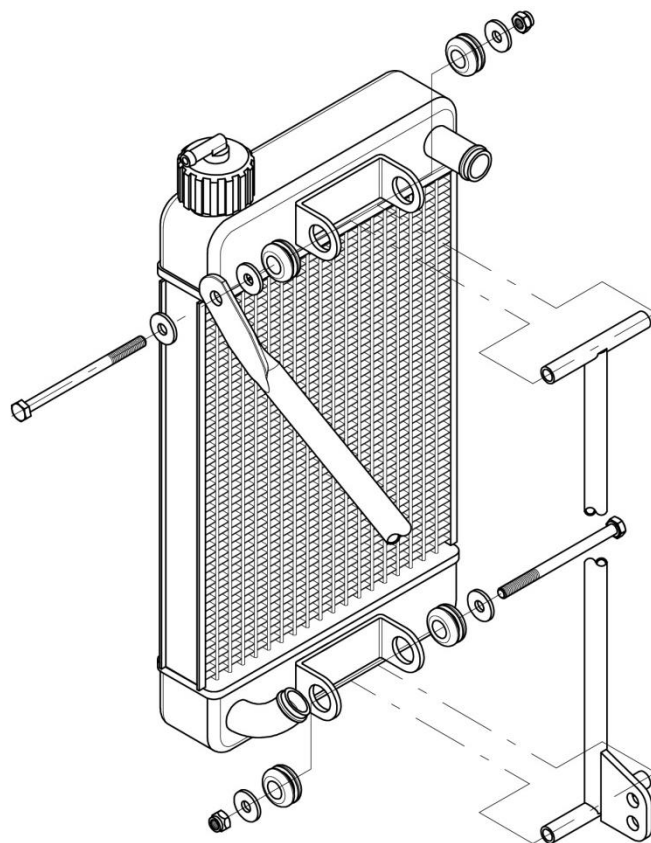


**RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH**  
**DESCRIPTION DU RADIATEUR ALTERNATIF**

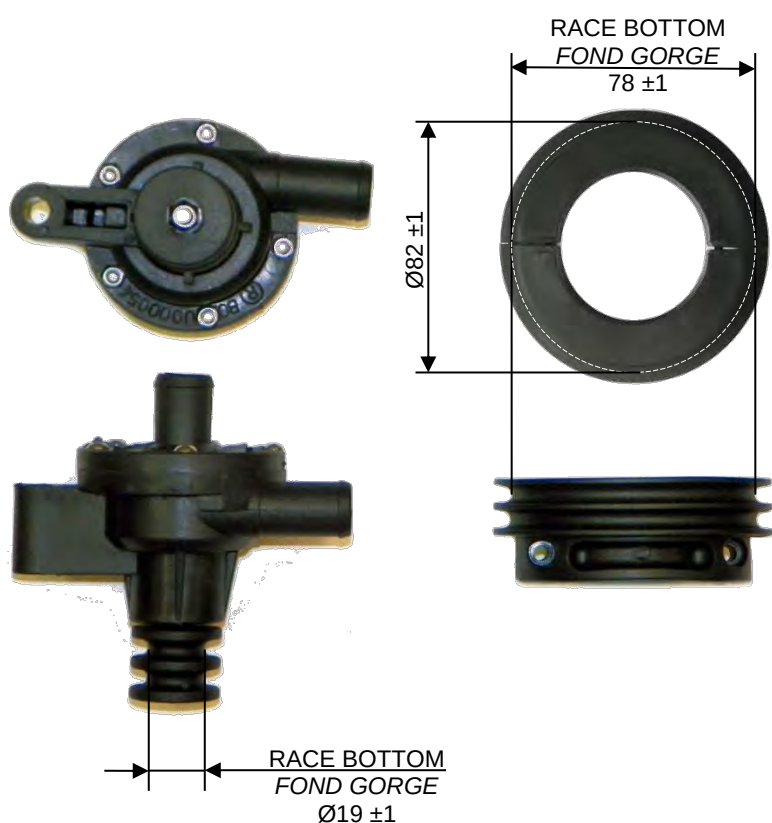




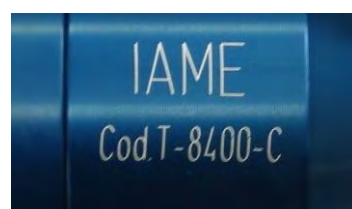
## RADIATOR AND ITS SUPPORTS RADIATEUR ET SES SUPPORTS



## WATER PUMP GROUP GROUPE POMPE A' EAU



## THERMOSTAT

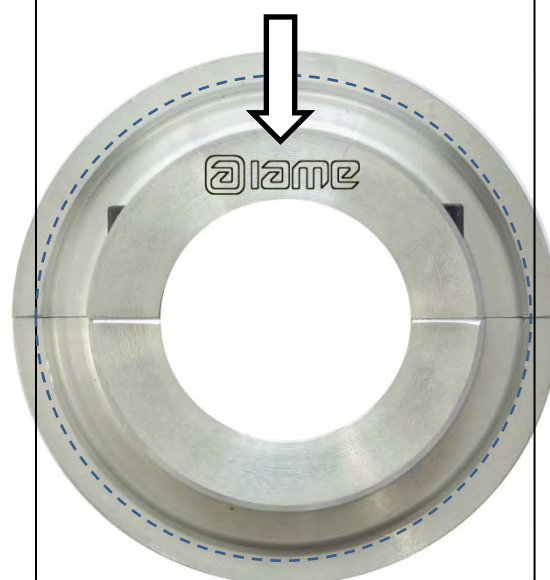
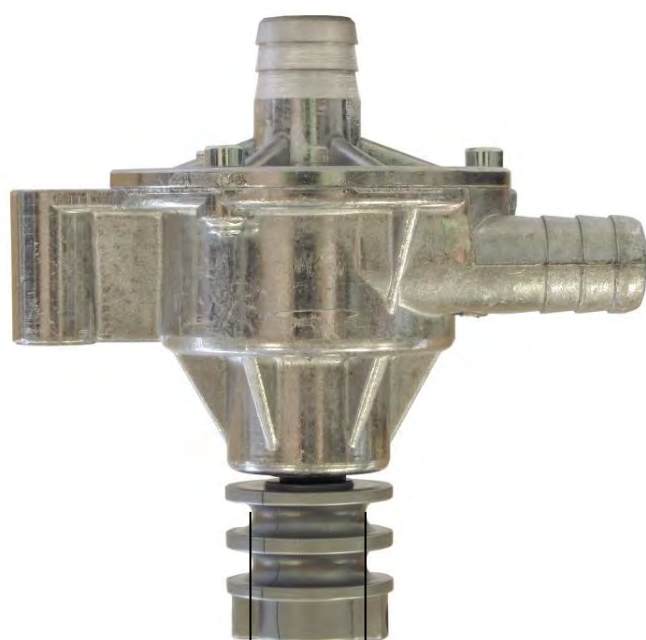


## ALTERNATIVE ALTERNATIF



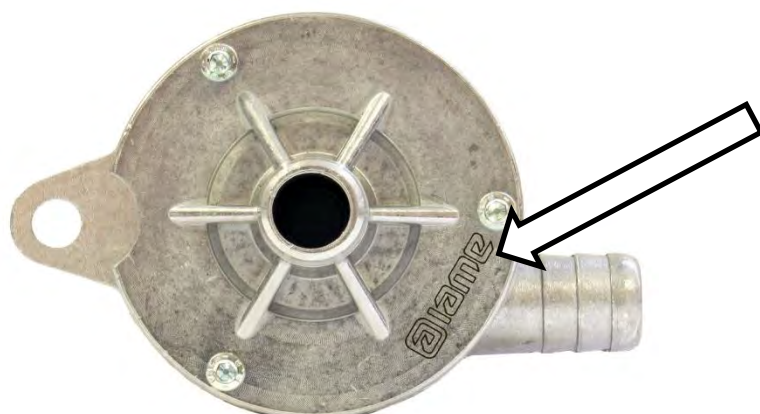


ALTERNATIVE WATER PUMP & PULLEY  
 GROUPE POMPE A EAU ET POULIE ALTERNATIF



RACE BOTTOM - FOND GORGE  $\varnothing 82.5 \pm 1$

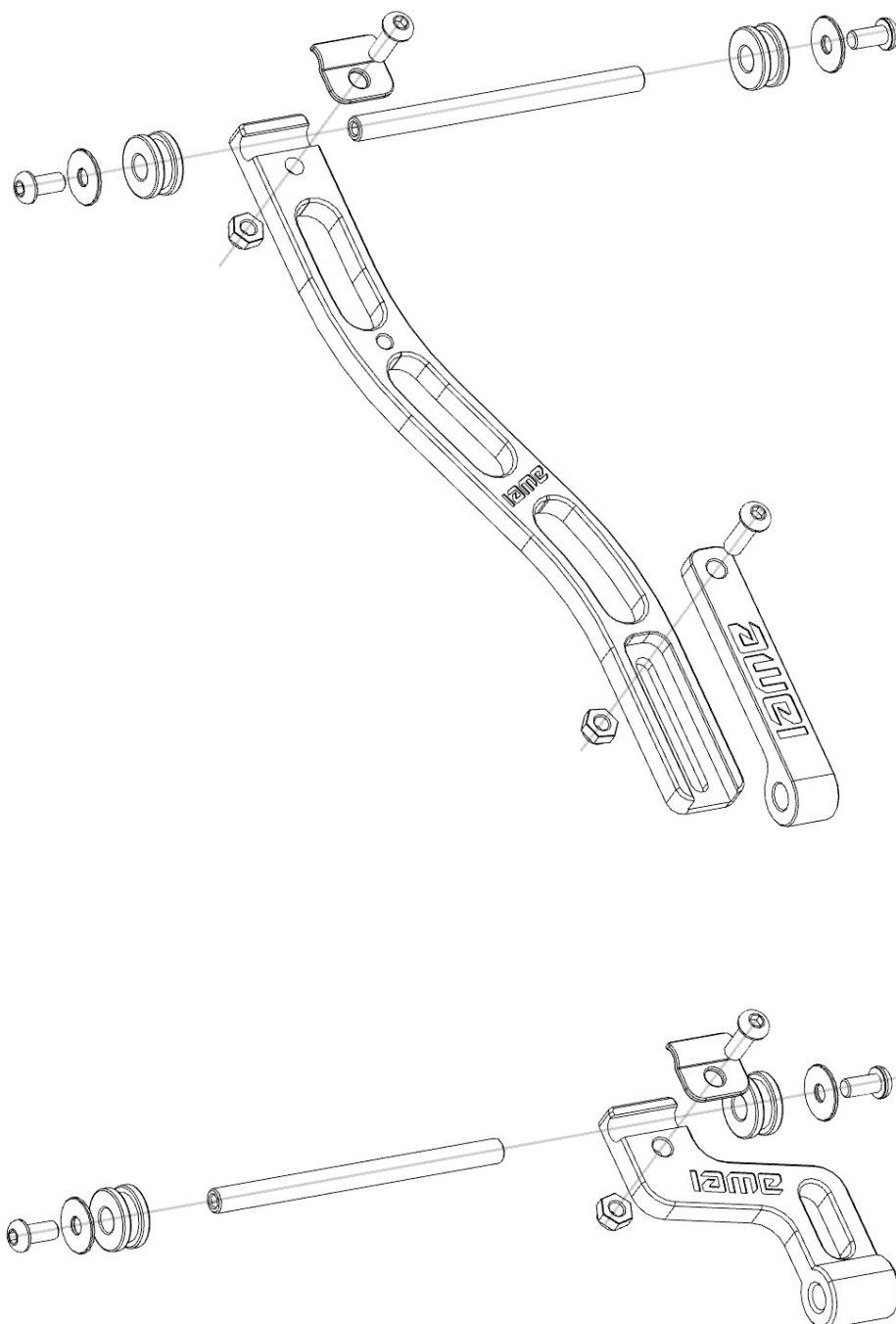
RACE BOTTOM - FOND GORGE  
 $\varnothing 20 \pm 1$



ALTERNATIVE RADIATOR SUPPORT  
*SUPPORT ALTERNATIF DU RADIATEUR*



ALTERNATIVE COMPLETE RADIATOR SUPPORT  
ENSEMBLE DE SUPPORT RADIATEUR ALTERNATIF



PISTON IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION PISTON

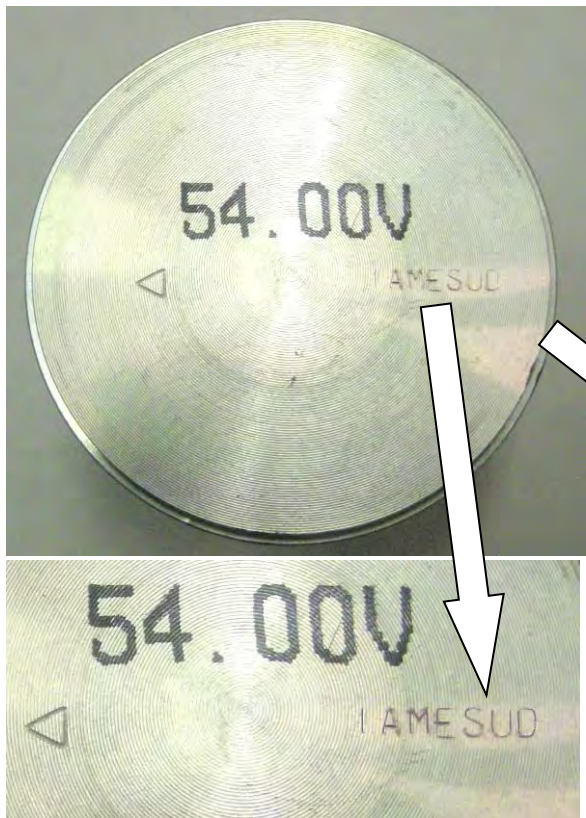
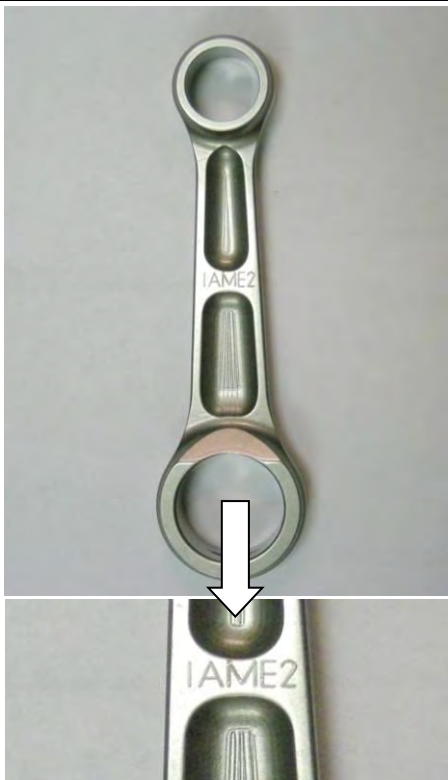
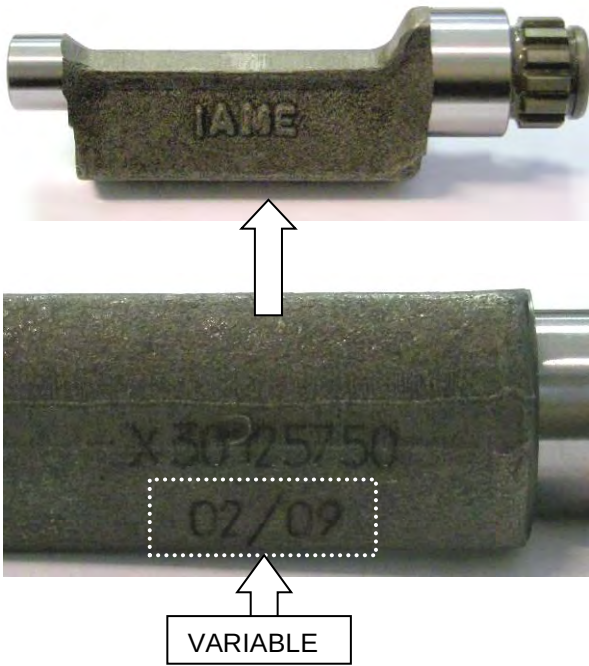


PHOTO IDENTIFICATION CONROD  
PHOTO D'IDENTIFICATION BIELLE



IDENTIFICATION BALANCING SHAFT  
MARKING  
MARQUAGE D'IDENTIFICATION ARBRE  
D'EQUILIBRAGE

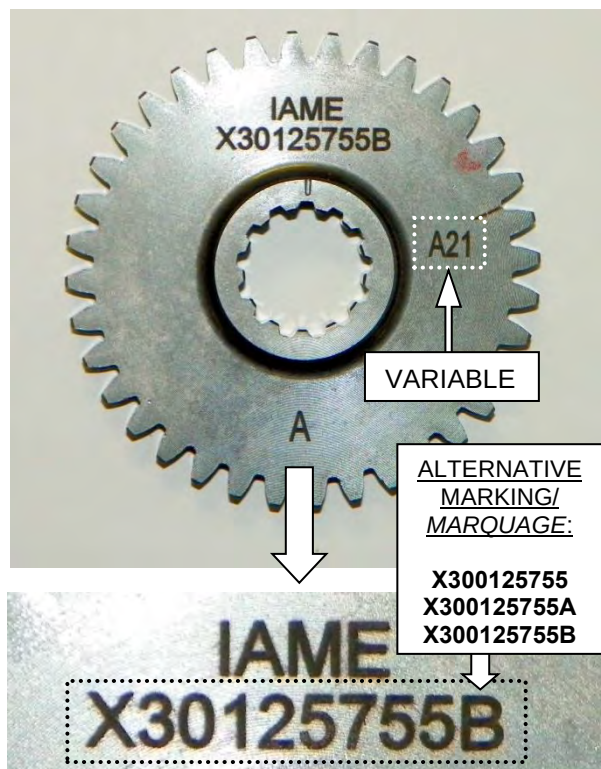




CRANKSHAFT IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN



GEAR COMMAND BALANCING SHAFT  
IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION  
ENGRENAGE ARBRE D'EQUILIBRAGE



ALTERNATIVE  
MARKING/  
MARQUAGE:  
X300125755  
X300125755A  
X300125755B

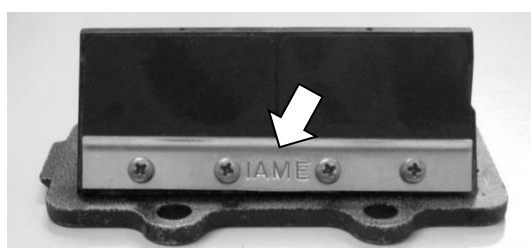
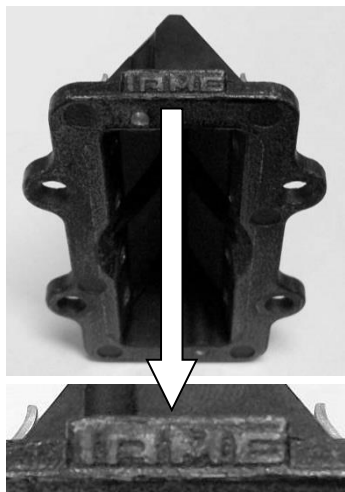
SPROCKET IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU PIGNON



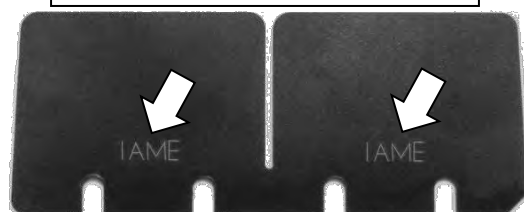


| CLUTCH BODY IDENTIFICATION MARKING<br>MARQUAGE D'IDENTIFICATION DU CORPS<br>DE L'EMBRAYAGE                                                                                                                                                                                       | CLUTCH DRUM IDENTIFICATION MARKING<br>MARQUAGE D'IDENTIFICATION DE LA<br>CALOTTE                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| <div data-bbox="172 286 395 477" data-label="Text"> <p>ALTERNATIVE<br/>FRICTION<br/>MATERIAL</p> <p>MATÉRIAU DE<br/>FRICTION<br/>ALTERNATIVE</p> </div> <div data-bbox="416 264 762 544" data-label="Image"> </div> <div data-bbox="103 566 651 1070" data-label="Image"> </div> | <div data-bbox="879 331 1422 701" data-label="Image"> </div> <div data-bbox="898 712 1409 1025" data-label="Image"> </div>    |
| STARTER RING IDENTIFICATION MARKING<br>MARQUAGE D'IDENTIFICATION DE LA<br>COURONNE DE DEMARRAGE                                                                                                                                                                                  | STARTER IDENTIFICATION MARKING<br>MARQUAGE D'IDENTIFICATION DU<br>DEMARREUR                                                   |
| <div data-bbox="252 1261 579 1473" data-label="Image"> </div> <div data-bbox="156 1485 683 2000" data-label="Image"> </div>                                                                                                                                                      | <div data-bbox="850 1227 1465 1686" data-label="Image"> </div> <div data-bbox="850 1697 1465 2011" data-label="Image"> </div> |

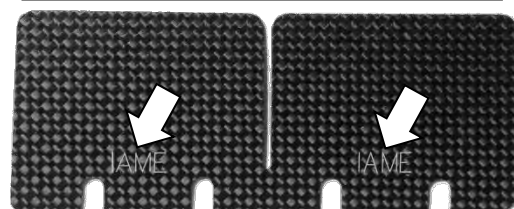
REED GROUP & PETALS IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE



FRONT SIDE  
CÔTÉ AVANT

REAR SIDE  
CÔTÉ ARRIÈRE

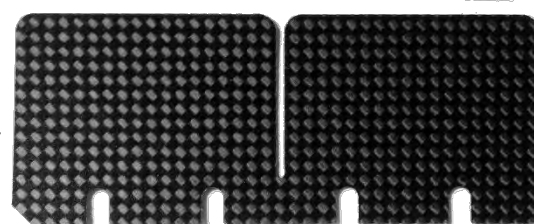
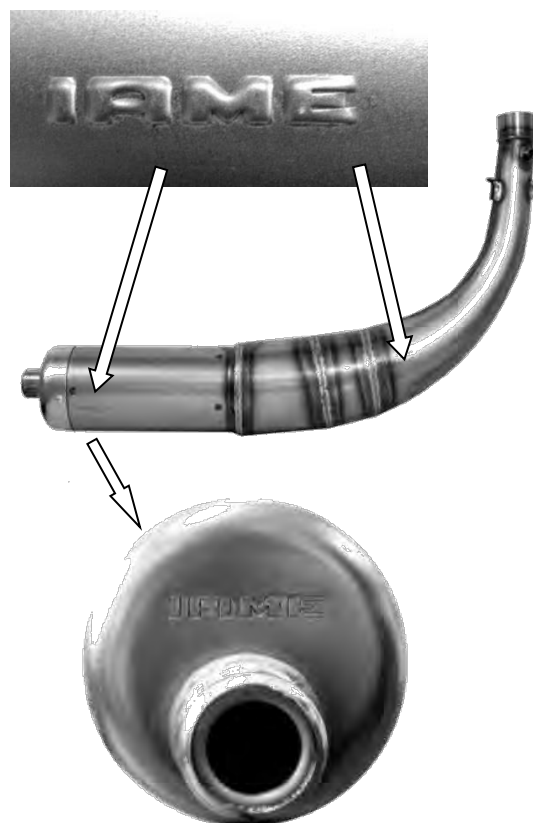
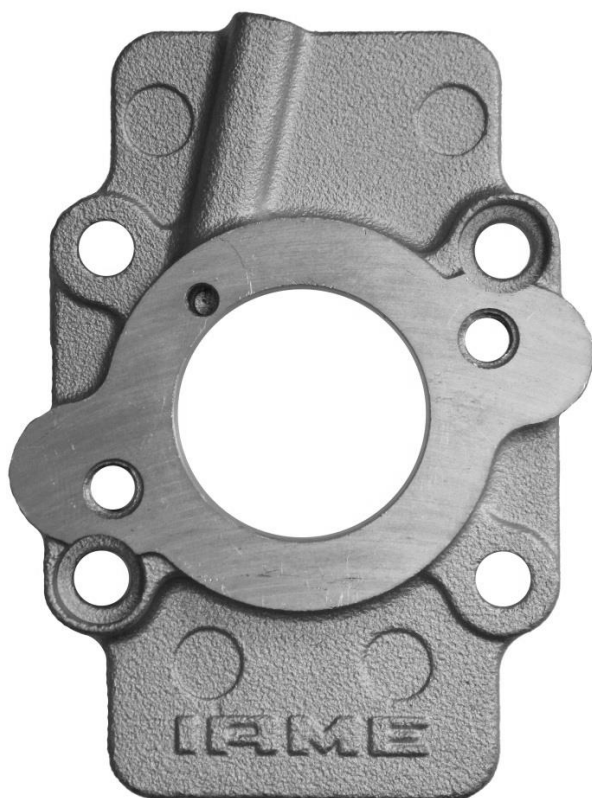
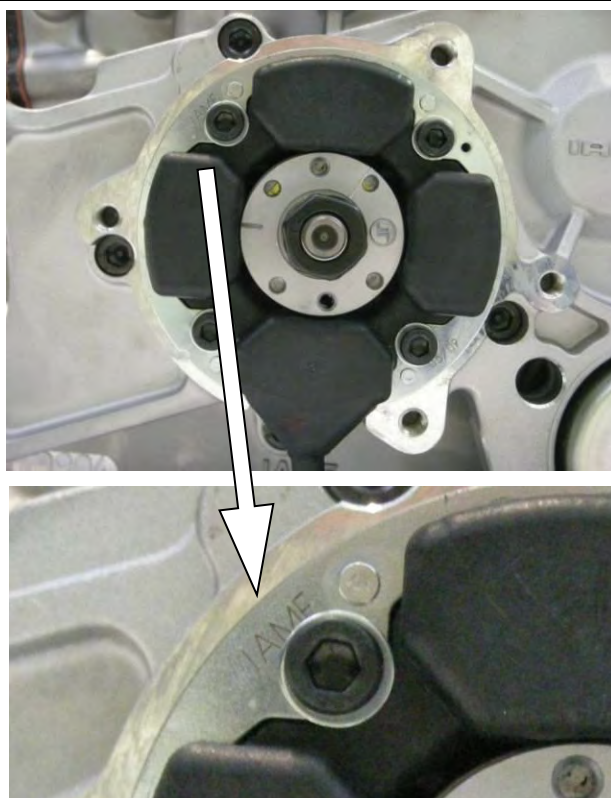


PHOTO IDENTIFICATION CARBURETOR  
INLET CONVEYOR  
MARQUAGE D'IDENTIFICATION DU  
COLLECTEUR D'ADMISSION

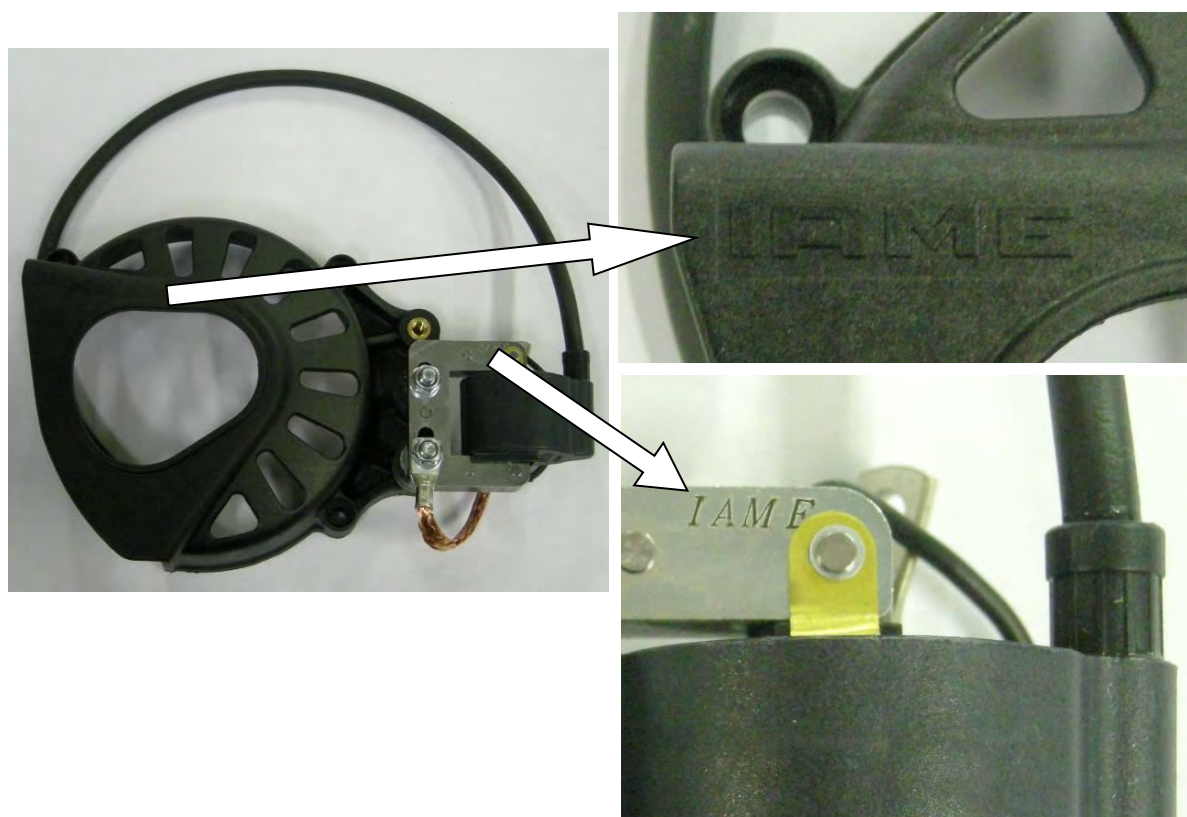
EXHAUST SILENCER IDENTIFICATION  
MARKING  
MARQUAGE D'IDENTIFICATION  
ECHAPPEMENT



STATOR IDENTIFICATION MARKING  
*MARQUAGE D'IDENTIFICATION DU STATOR*

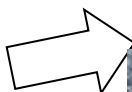
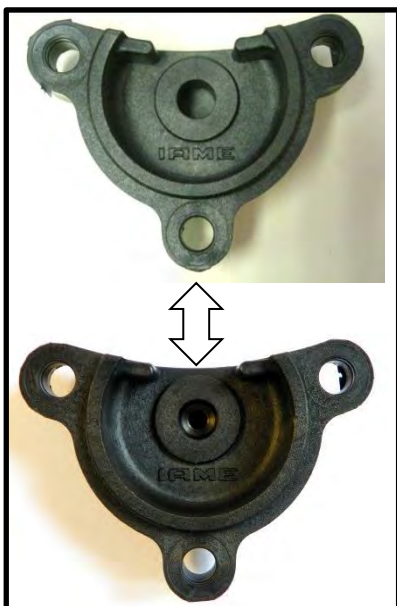
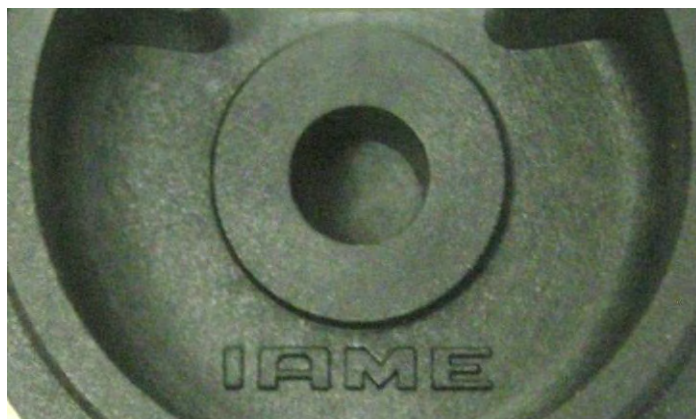


CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING  
*MARQUAGE DU COUVERCLE D'EMBRAYAGE ET DE LA BOBINE*





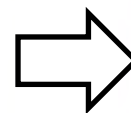
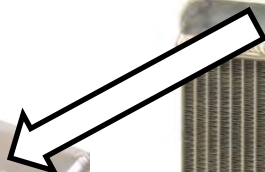
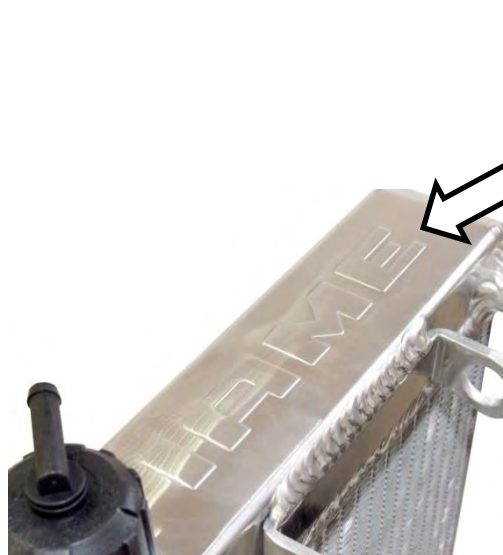
BENDIX COVER IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU COUVERCLE  
DU CONTRE-ARBRE DE DEMARRAGE



ALTERNATIVE

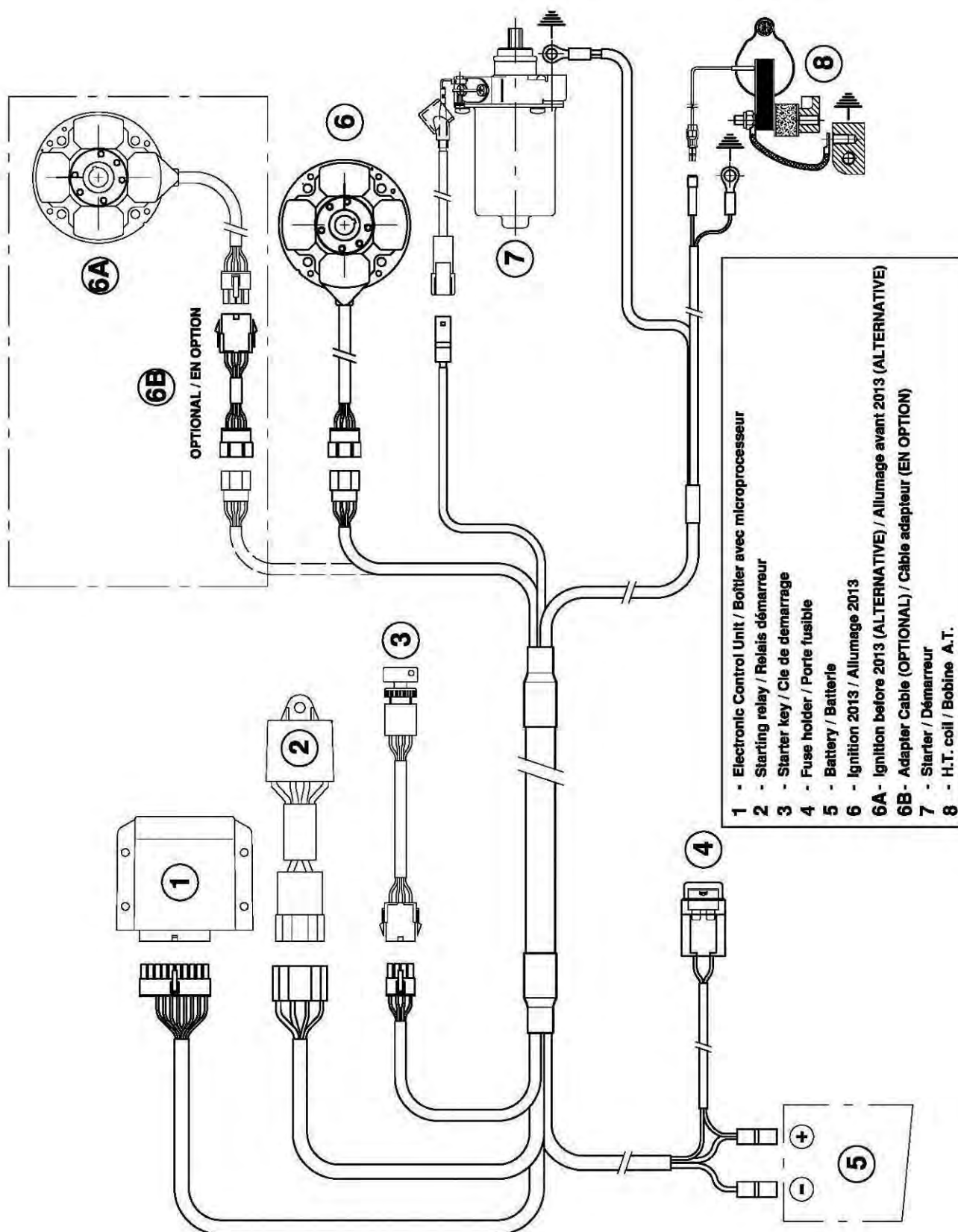


ALTERNATIVE RADIATOR IDENTIFICATION MARKING  
MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR



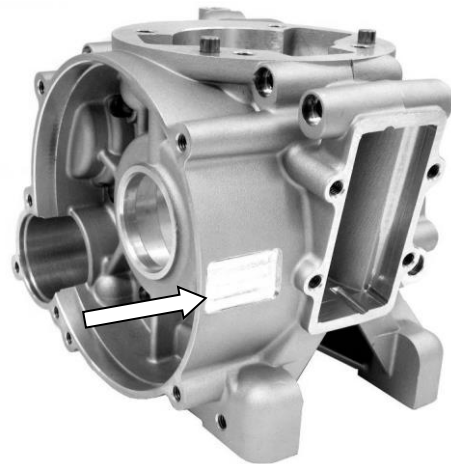


WIRING DIAGRAM ( SELETTRA DIGITAL "K" IGNITION 2013 )  
 SCHÉMA CIRCUIT ELECTRIQUE ( ALLUMAGE SELETTRA DIGITAL "K" 2013 )

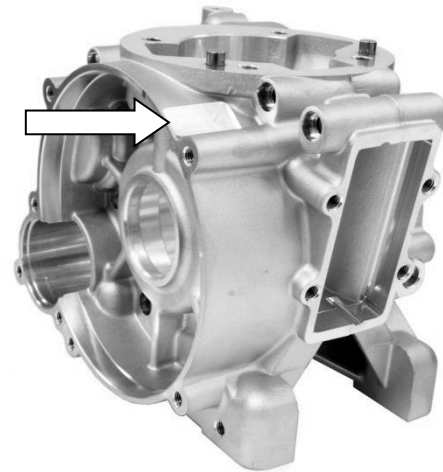


## FROM 2014 ON - A PARTIR DE 2014

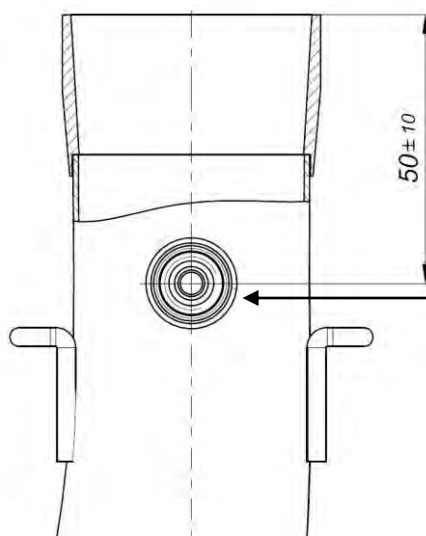
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



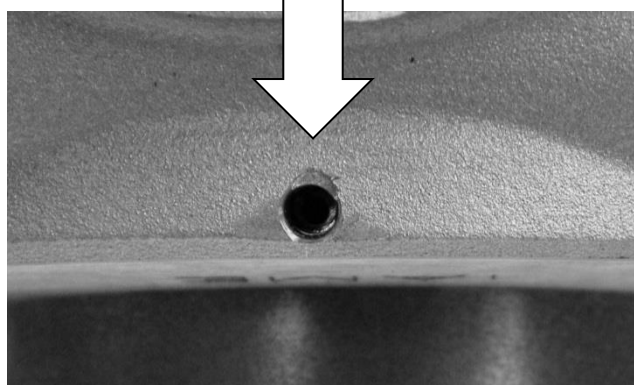
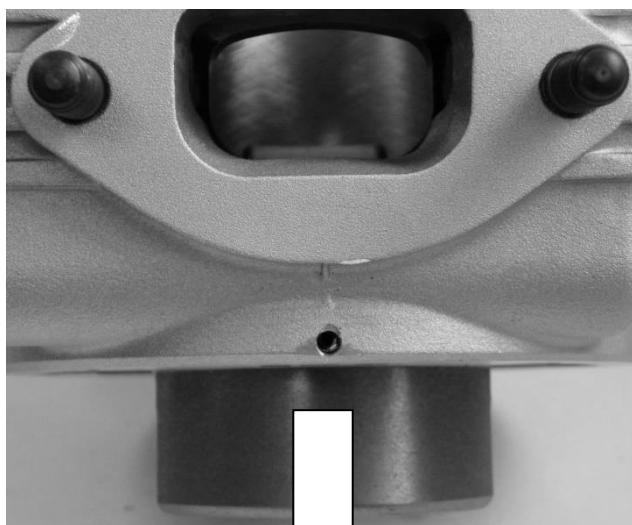
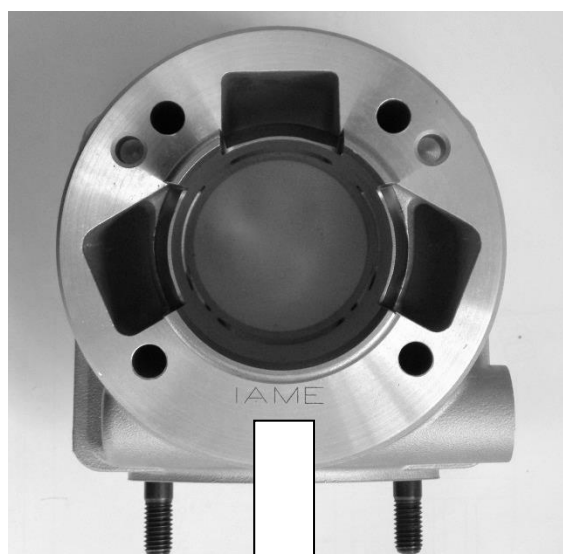
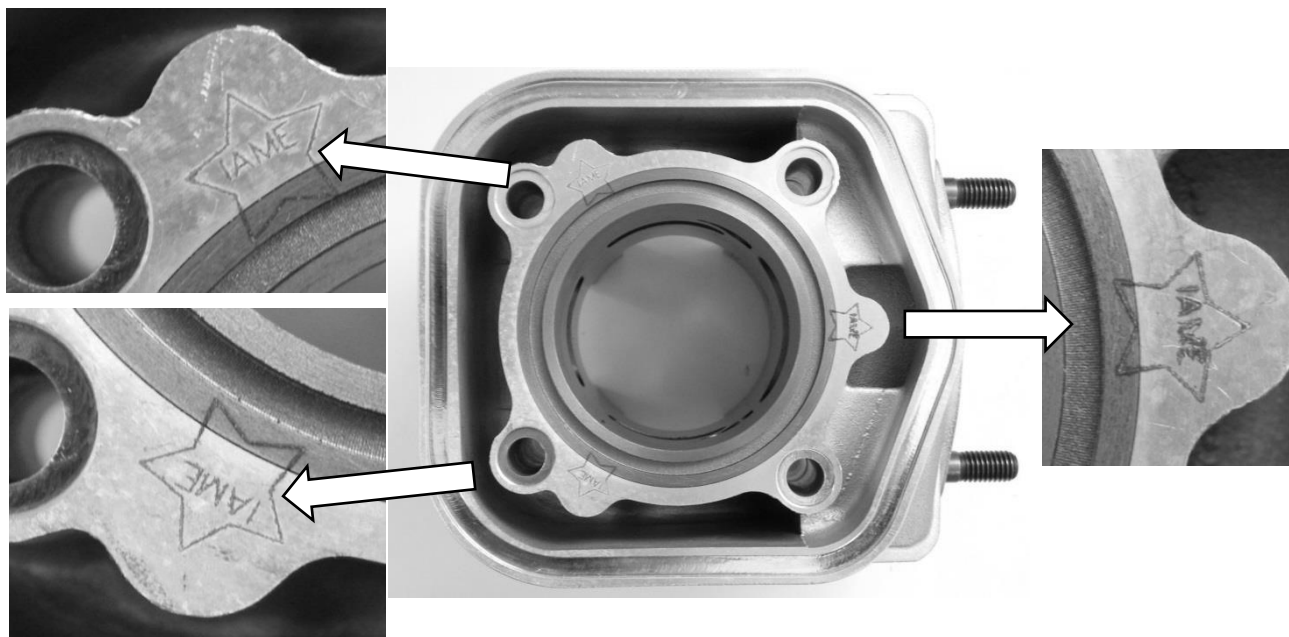
### EXHAUST TEMPERATURE SENSOR CAPTEUR DE TEMPERATURE D'ÉCHAPPEMENT



EXHAUST  
TEMPERATURE  
SENSOR POSITION  
(OPTIONAL)

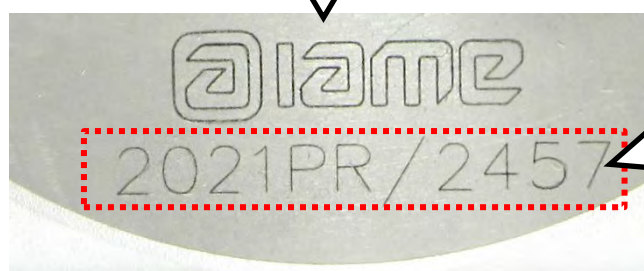
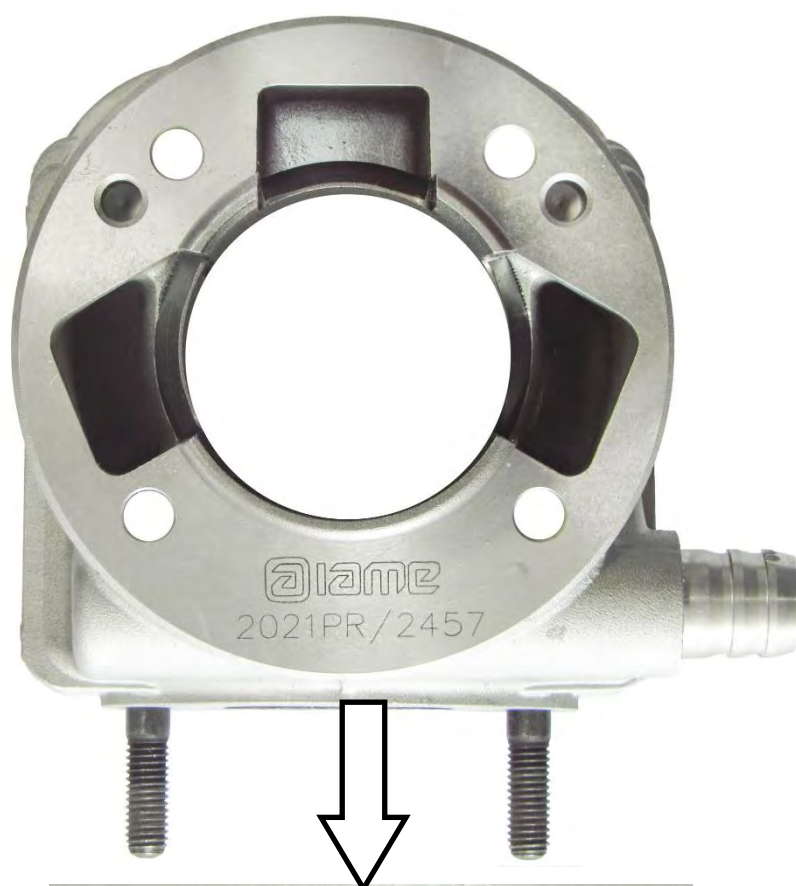
POSITION DU  
CAPTEUR  
DE TEMPERATURE  
D'ÉCHAPPEMENT  
(EN OPTION)

CYLINDER IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING  
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

**ALTERNATIVE**



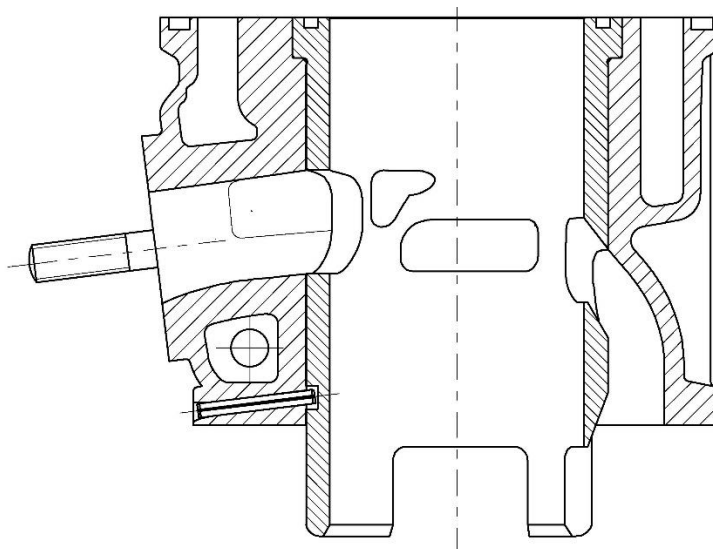
**VARIABLE**



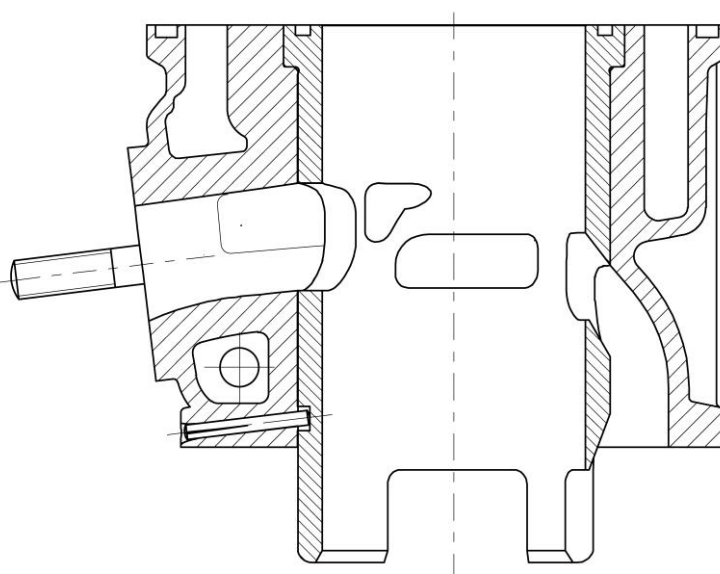
## FROM 2025 ON - A PARTIR DE 2025

CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN  
*IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF*

CURRENT PIN (SPRING PIN)  
*GOUPILLE COURANTE (GOUPILLE À RESORT)*



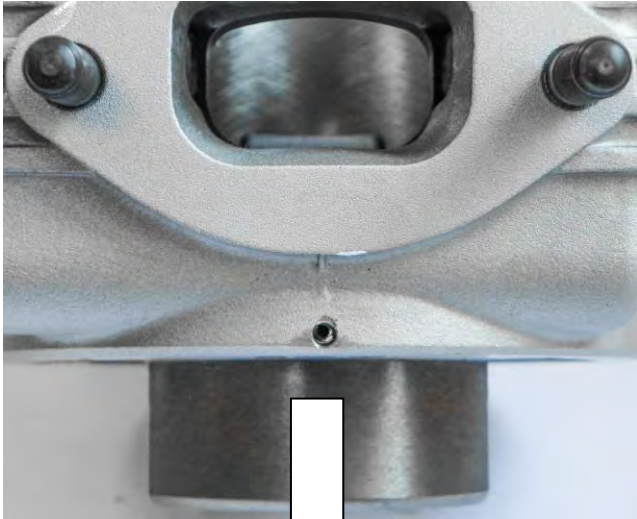
ALTERNATIVE PIN (GROOVED PIN)  
*GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)*



## FROM 2025 ON – A' PARTIR DE 2025

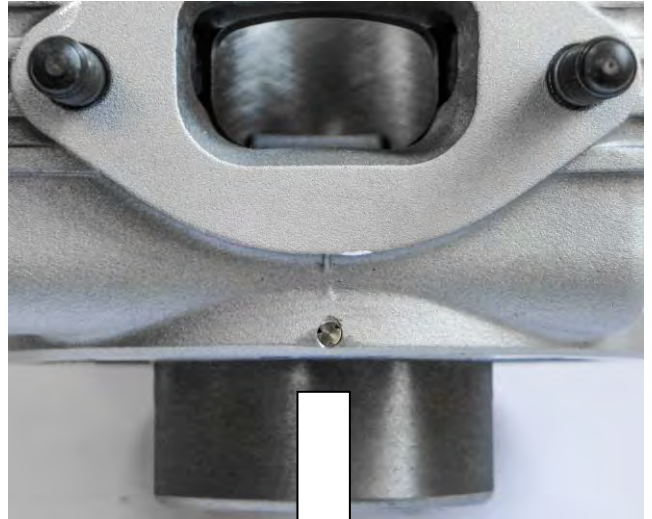
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN  
IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF

CURRENT PIN  
GOUPILLE COURANTE



SPRING PIN  
GOUPILLE À RESORT

ALTERNATIVE PIN  
GOUPILLE ALTERNATIF



GROOVED PIN  
GOUPILLE CANNELÉE

ALTERNATIVE PUSH BUTTONS – START & STOP  
*BOUTONS ALTERNATIF “START & STOP” DU DEMARREUR*

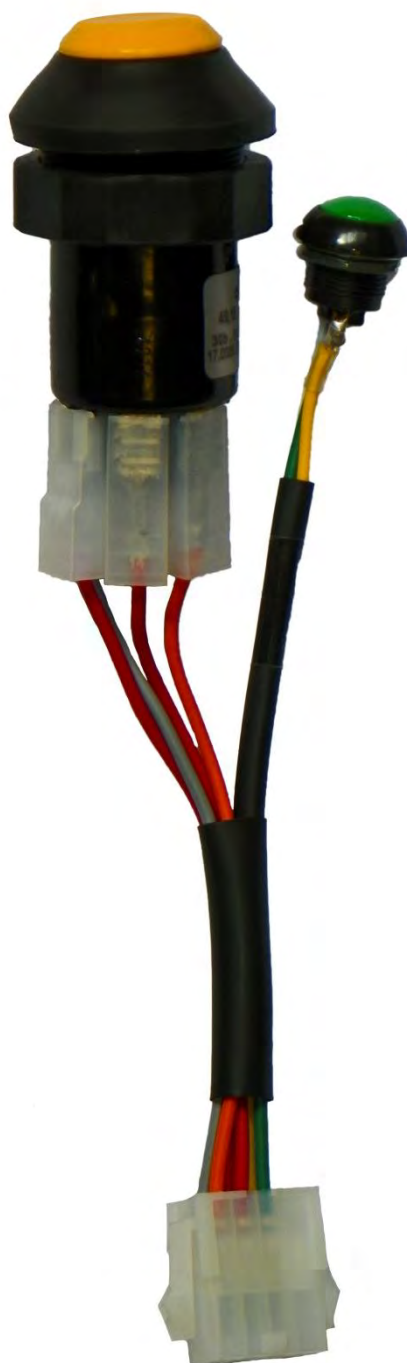
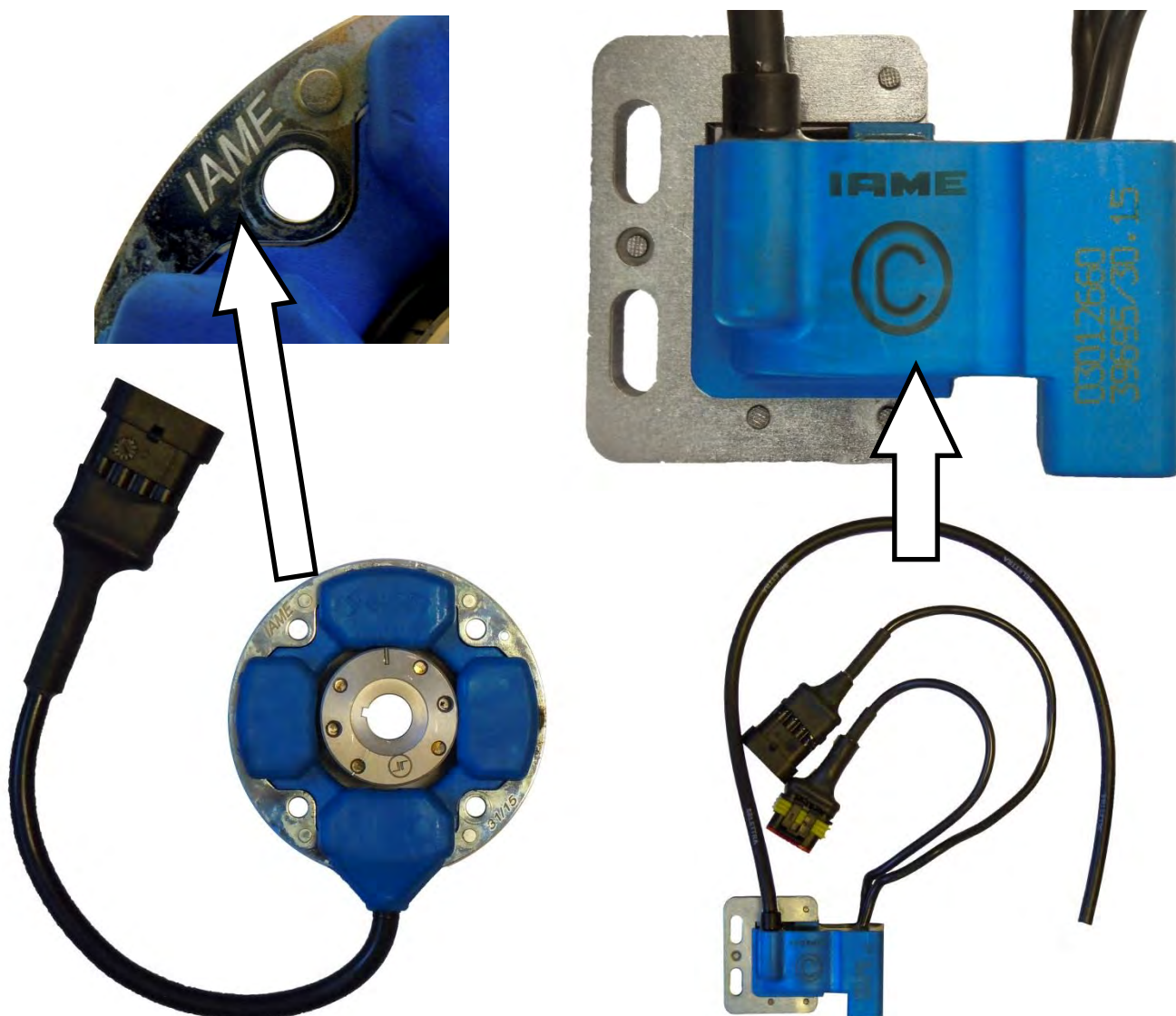


PHOTO COMPLETE ALTERNATIVE WIRING LOOM  
 PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF

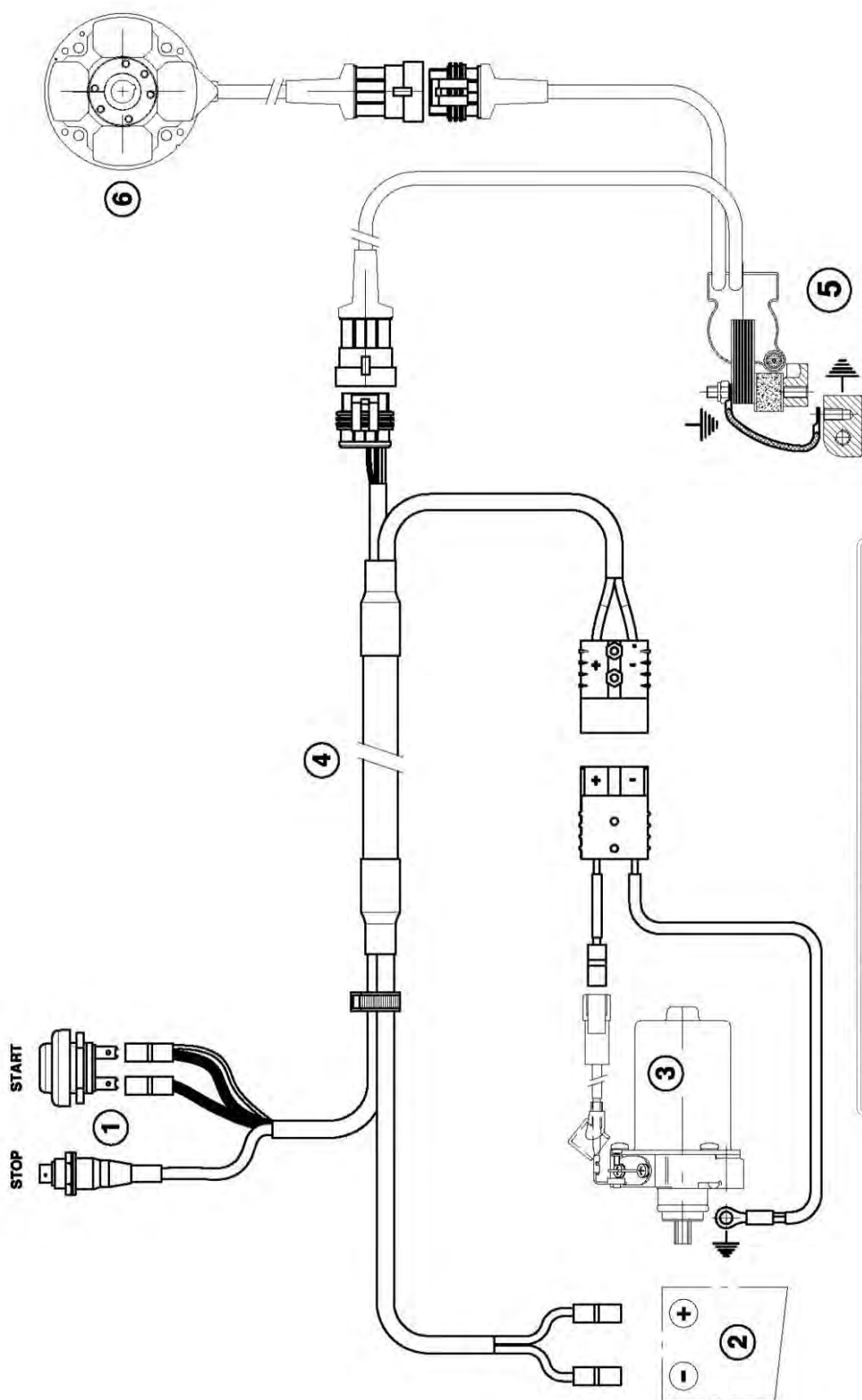


PHOTO OF SELETTRA ALTERNATIVE DIGITAL "S" IGNITION, WITH IAME MARKING  
 PHOTO DE L'ALLUMAGE SELETTRA DIGITAL "S", AVEC MARQUAGE IAME





WIRING DIAGRAM ( SELETTRA DIGITAL "S" IGNITION )  
 SCHÉMA CIRCUIT ELECTRIQUE ( ALLUMAGE SELETTRA DIGITAL "S" )

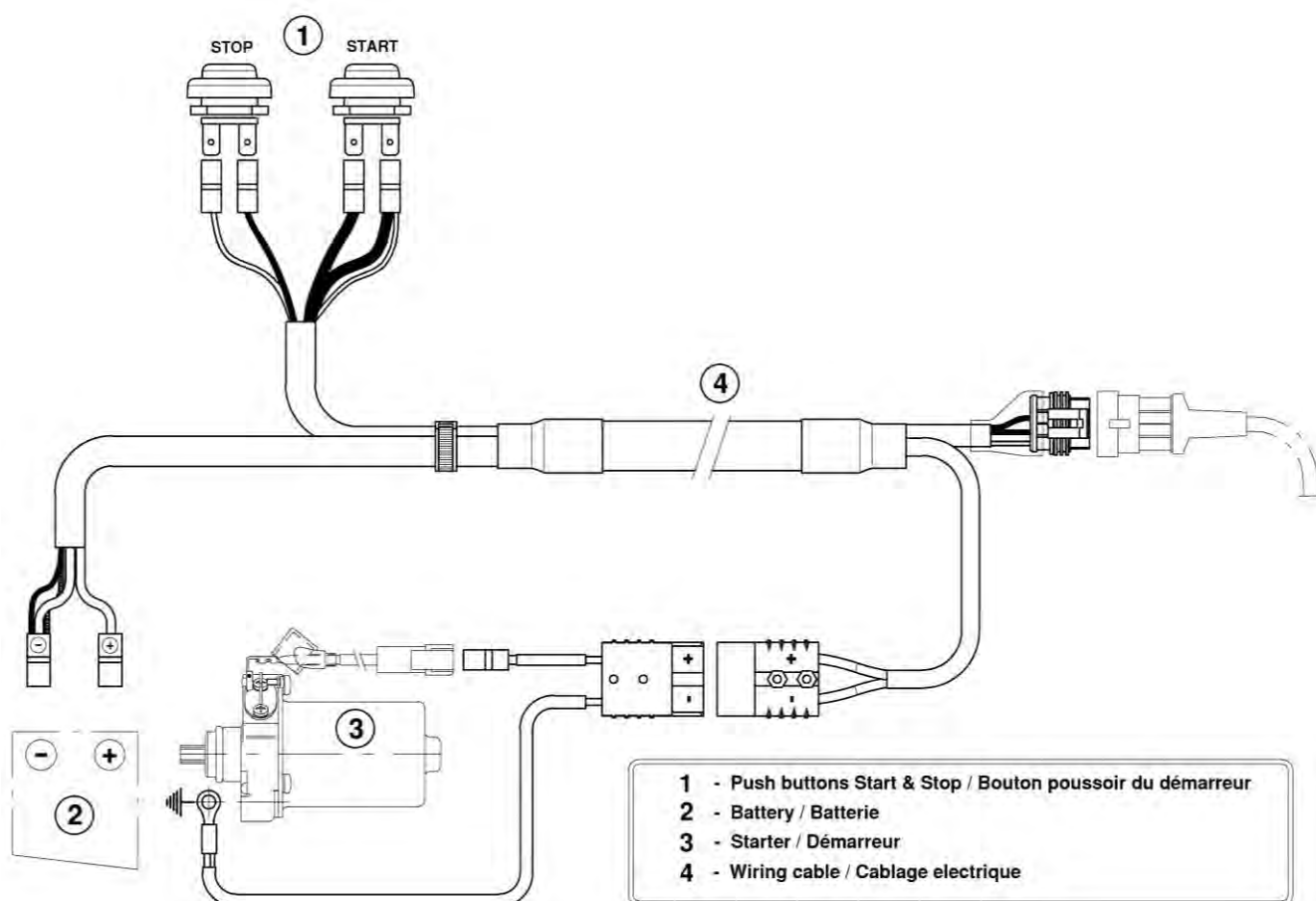


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Démarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit / Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

ALTERNATIVE WIRING LOOM  
CABLAGE ELECTRIQUE COMPLET ALTERNATIF



ALTERNATIVE WIRING LOOM DIAGRAM  
SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF



ALTERNATIVE WIRING LOOM  
CABLAGE ELECTRIQUE COMPLET ALTERNATIF



ALTERNATIVE WIRING LOOM DIAGRAM  
SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF

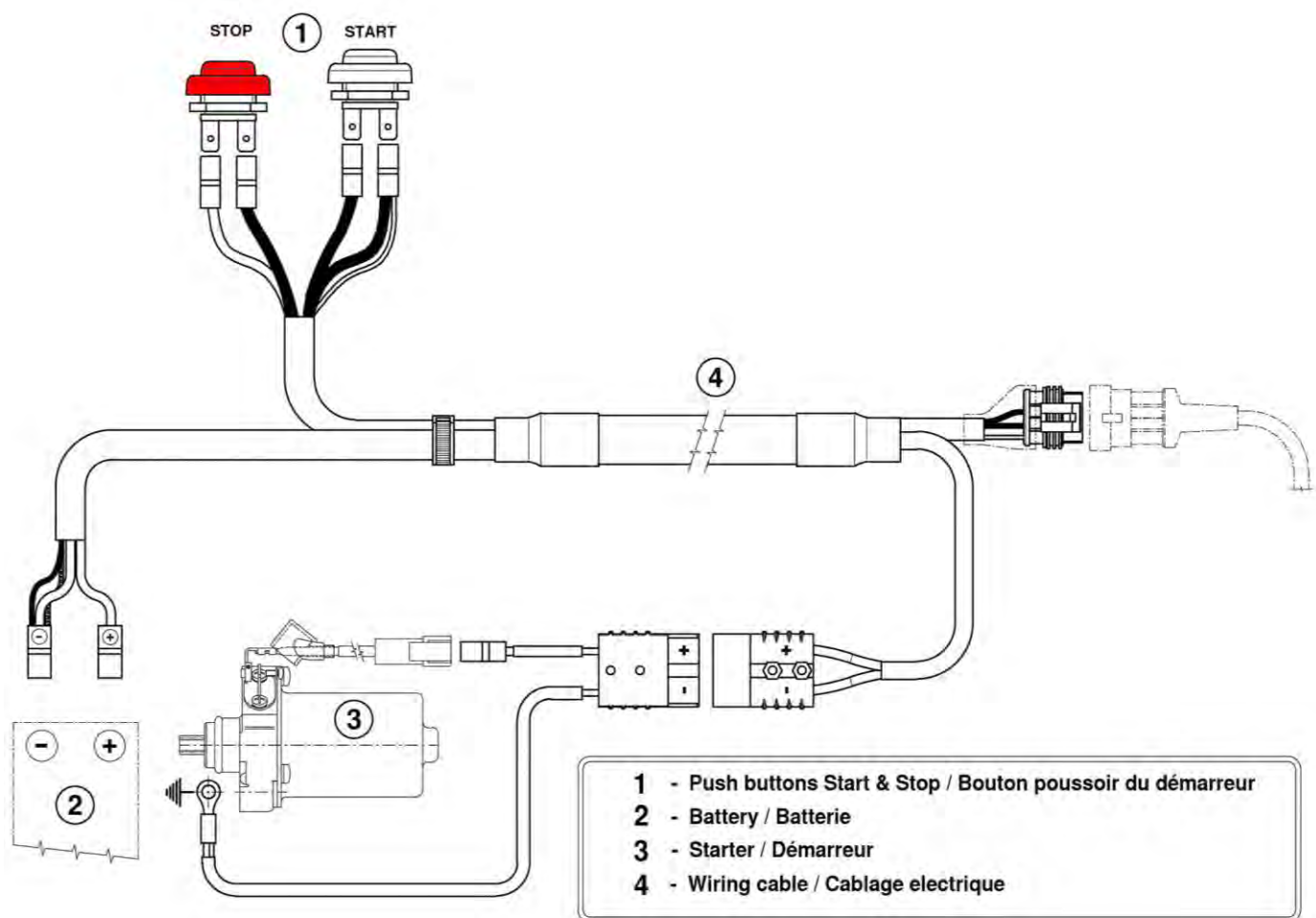
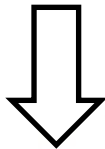
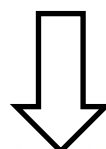


PHOTO IDENTIFICATION REED GROUP  
PHOTO IDENTIFICATION BOÎTE À CLAPETS

ACTUAL VERSION  
VERSION COURANTE

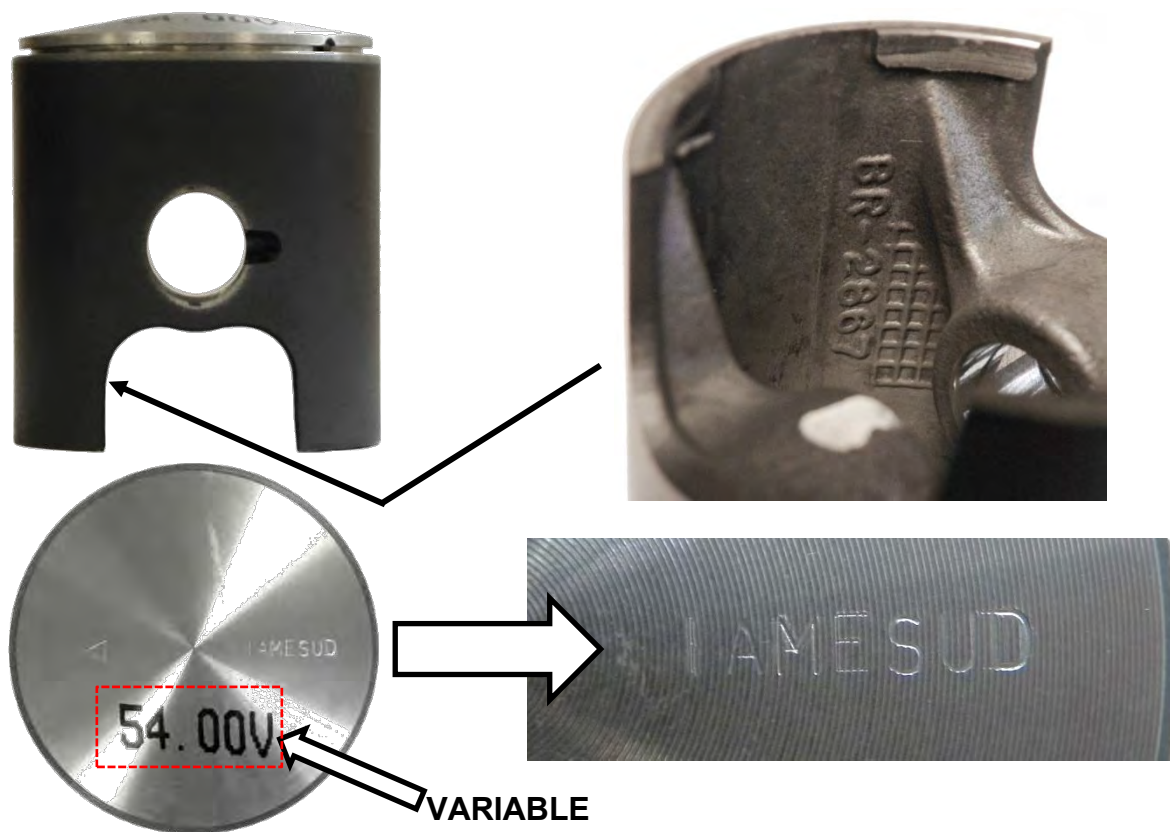


ALTERNATIVE VERSION  
VERSION ALTERNATIVE

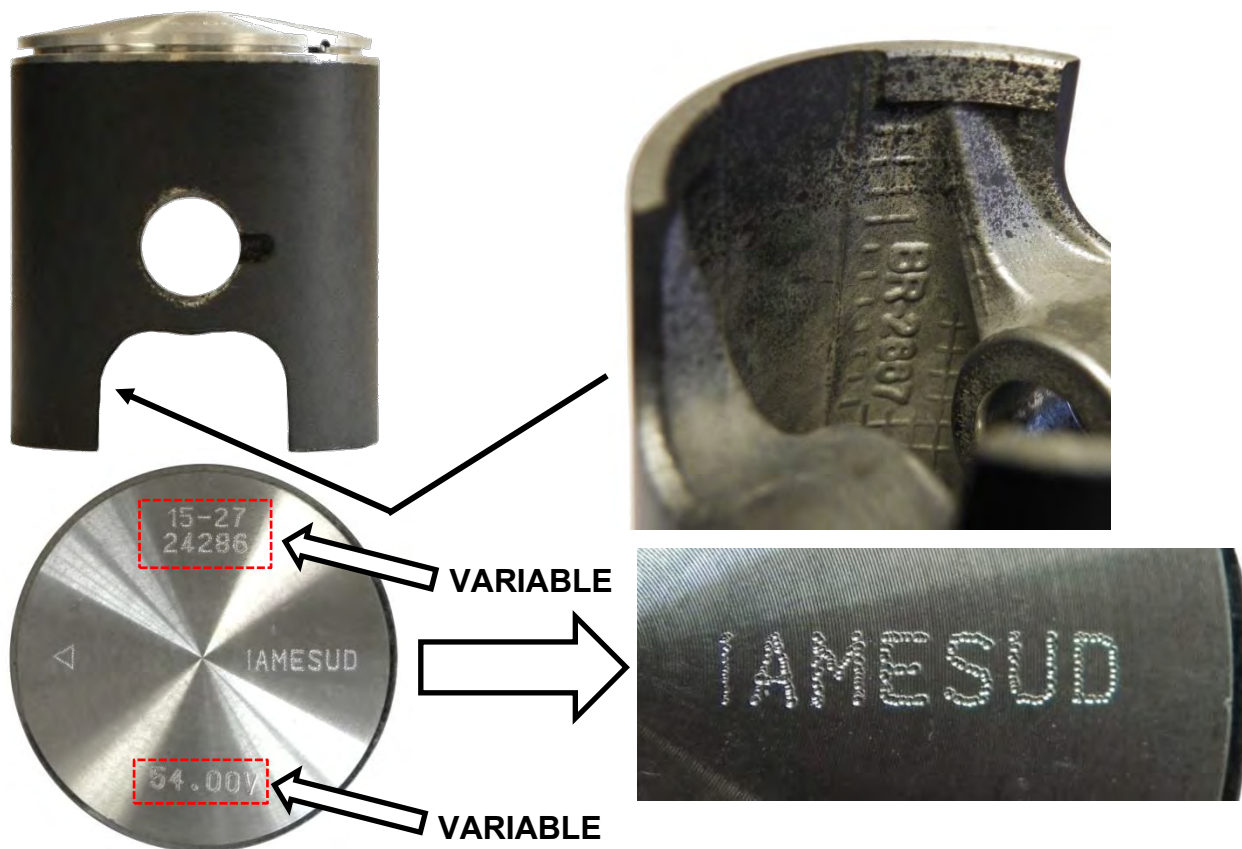




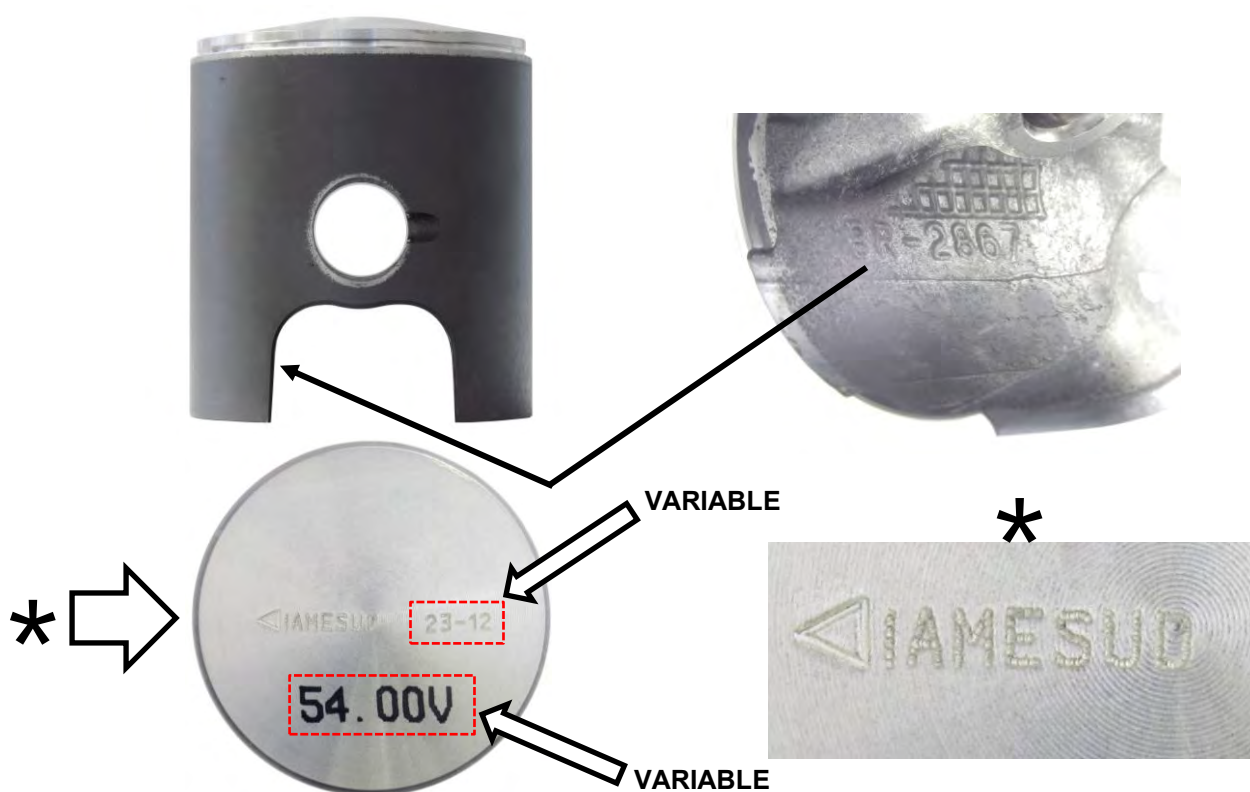
ACTUAL PISTON  
PISTON COURANT



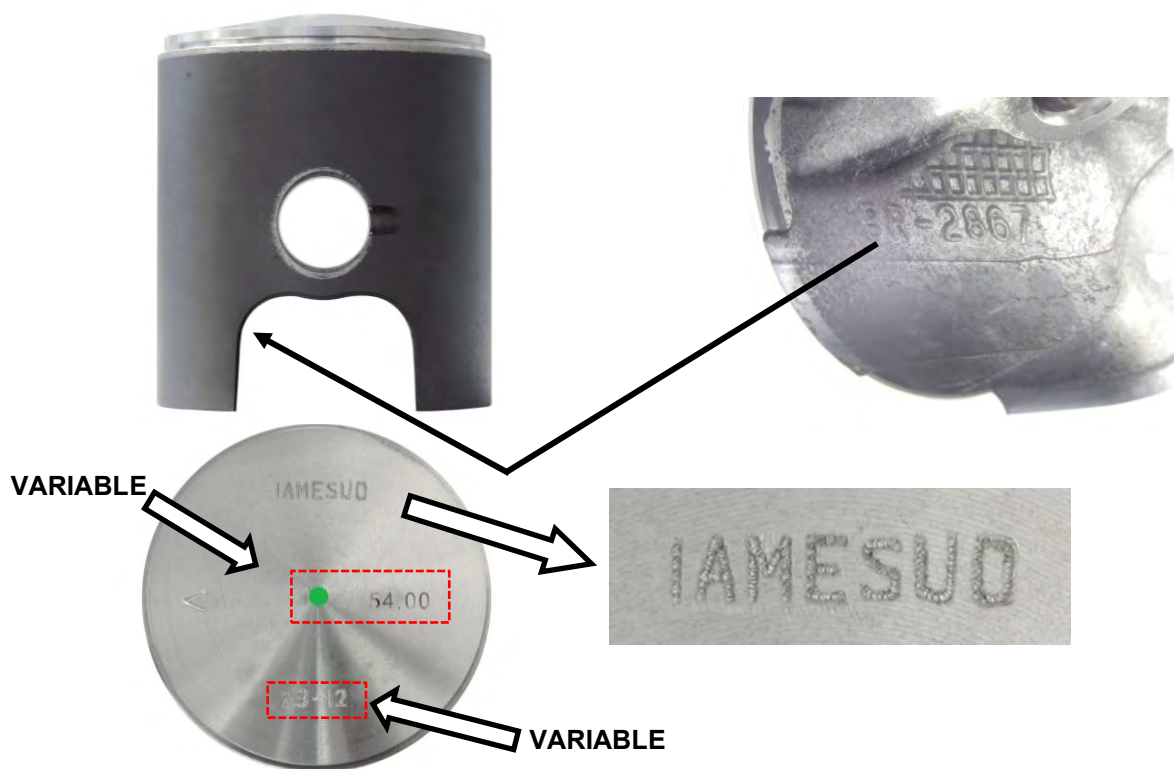
ALTERNATIVE PISTON  
PISTON ALTERNATIF



ALTERNATIVE PISTON MARKING  
MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE PISTON MARKING  
MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE CONROD  
 BIELLE ALTERNATIVE

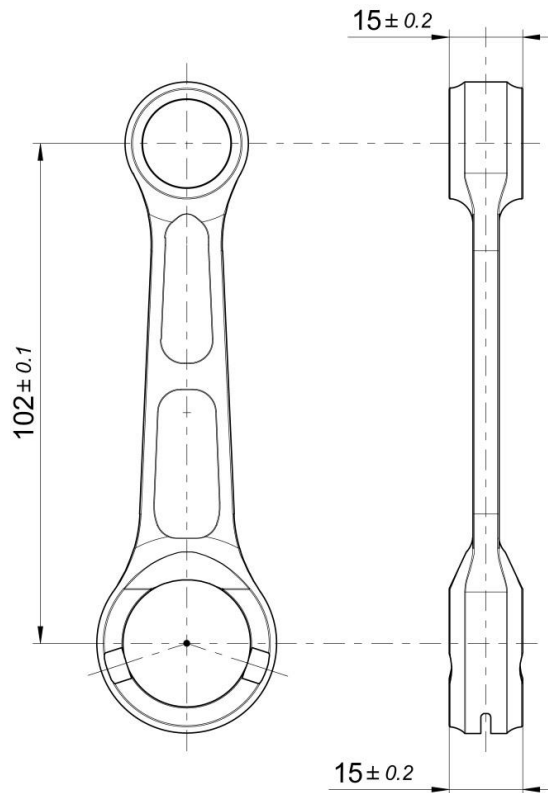
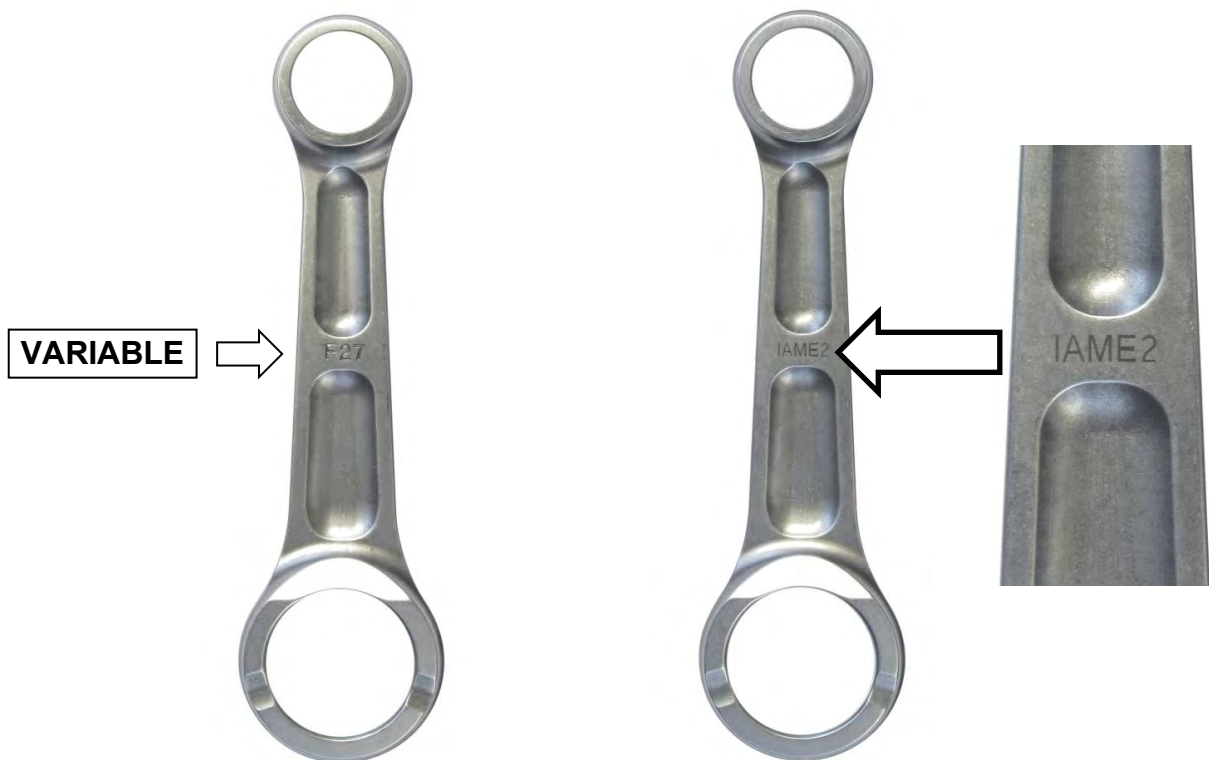


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE  
 PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



**BOTH TYPES OF CONROD CAN BE USED WITH BOTH TYPES OF WASHERS (IN COUPLE)**  
**LES DEUX TYPES DE BIELLE PEUVENT ÊTRE UTILISÉS AVEC LES DEUX TYPES DE**  
**RONDELLES (EN COUPLE)**

PHOTO IDENTIFICATION OF SMALL END CONROD BEARING – TYPES ALTERNATIVE  
*PHOTO D'IDENTIFICATION DU ROULEMENT PIED DE BIELLE – TYPES ALTERNATIFS*

TYPE 1



TYPE 2



PHOTO IDENTIFICATION OF CONROD WASHER – TYPES ALTERNATIVE  
*PHOTO D'IDENTIFICATION RONDELLE DE BIELLE – TYPES ALTERNATIFS*

TYPE 1



TYPE 2





**PARTS WITH ALTERNATIVE NEW LOGO "IAME"**  
**COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»**

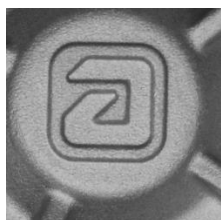
|                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p align="center">CYLINDER HEAD<br/>CULASSE</p>  <p align="center"><b>NEW / NOUVEAU LOGO</b></p>                                    | <p align="center">CYLINDER<br/>CYLINDRE</p>  <p align="center"><b>NEW / NOUVEAU LOGO</b></p>                                     |
| <p align="center">SEMICARTER TRANSMISSION SIDE<br/>DEMI-CARTER CÔTÉ PIGNON</p>  <p align="center"><b>NEW / NOUVEAU LOGO</b></p>  | <p align="center">SEMICARTER IGNITION SIDE<br/>DEMI-CARTER CÔTÉ ALLUMAGE</p>  <p align="center"><b>NEW / NOUVEAU LOGO</b></p>  |

**PARTS WITH ALTERNATIVE NEW LOGO "IAME"**  
**COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»**

IGNITION COVER  
COUVERCLE DE L'ALLUMAGE



**NEW / NOUVEAU LOGO**



CLUTCH COVER  
COUVERCLE D'EMBRAYAGE



**NEW / NOUVEAU LOGO**



REED GROUP  
GROUPE CLAPETS



**NEW / NOUVEAU LOGO**



CARBURETTOR INLET CONVEYOR  
CONVOYEUR D'ADMISSION



**NEW / NOUVEAU LOGO**





**PARTS WITH ALTERNATIVE NEW LOGO "IAME"**  
**COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»**

| RADIATOR<br>RADIATEUR                                                                                                                  | EXHAUST SILENCER<br>ECHAPPEMENT                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p align="center"><b>NEW / NOUVEAU<br/>LOGO</b></p>  |  <p align="center"><b>NEW / NOUVEAU LOGO</b></p>   <p align="center"><b>NEW / NOUVEAU LOGO</b></p>  |
|                                                                                                                                        | <p align="center">BALANCING SHAFT<br/>ARBRE D'EQUILIBRAGE</p> <p align="center"><b>NEW / NOUVEAU LOGO</b></p>                                                                       |

**THE OTHERS COMPONENTS OF ENGINE THAT ARE MARKED (LASER OR PUNCHING) UNTIL TODAY WITH LOGO OR WRITTEN "IAME"**

**LES AUTRES COMPOSANTS DU MOTEUR AVEC COMME MARQUAGE (LASER OU POINÇONNEUSE) L'ANCIEN LOGO OU ÉCRIT «IAME»**

IAME

**or**

**IAME**

**NOW COULD BE MARKED WITH NEW LOGO "IAME"**

**POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"**

iaame

**or**

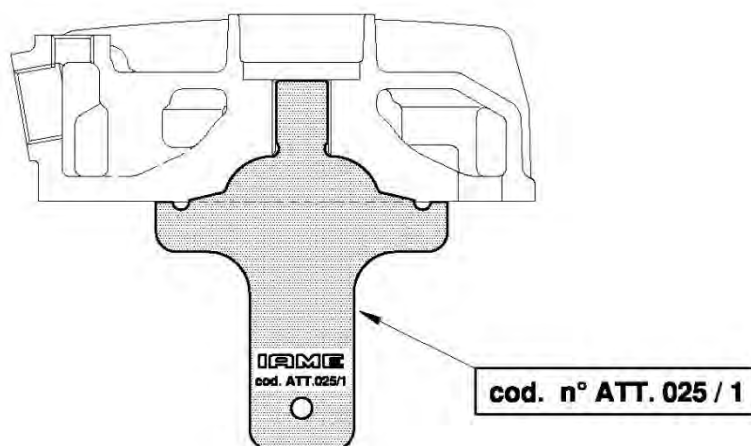
iaame

**or**

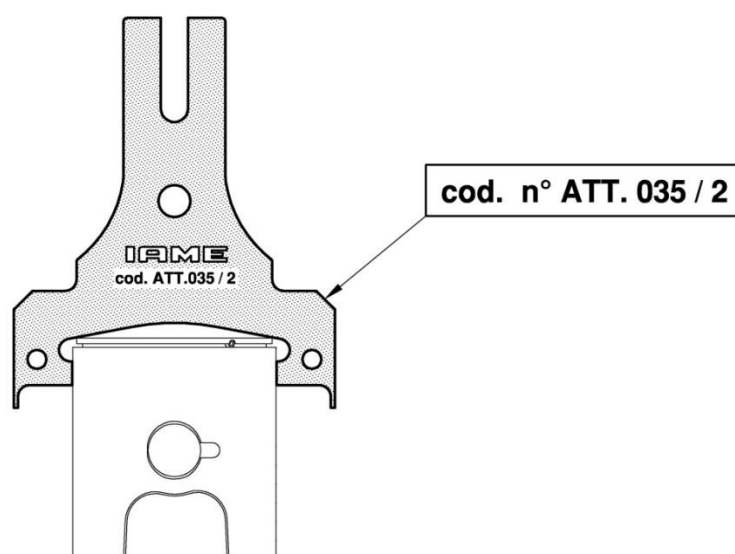




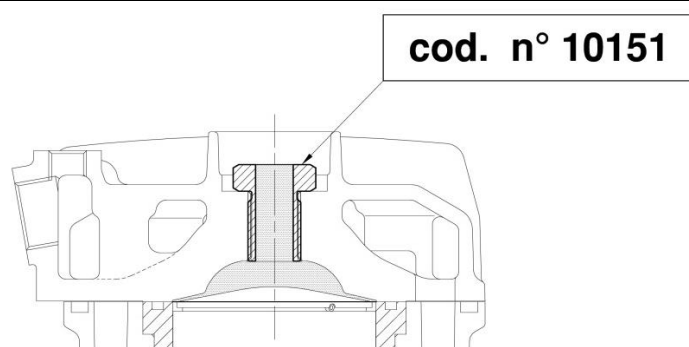
TEMPLATE FOR COMBUSTION CHAMBER SHAPE  
GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION



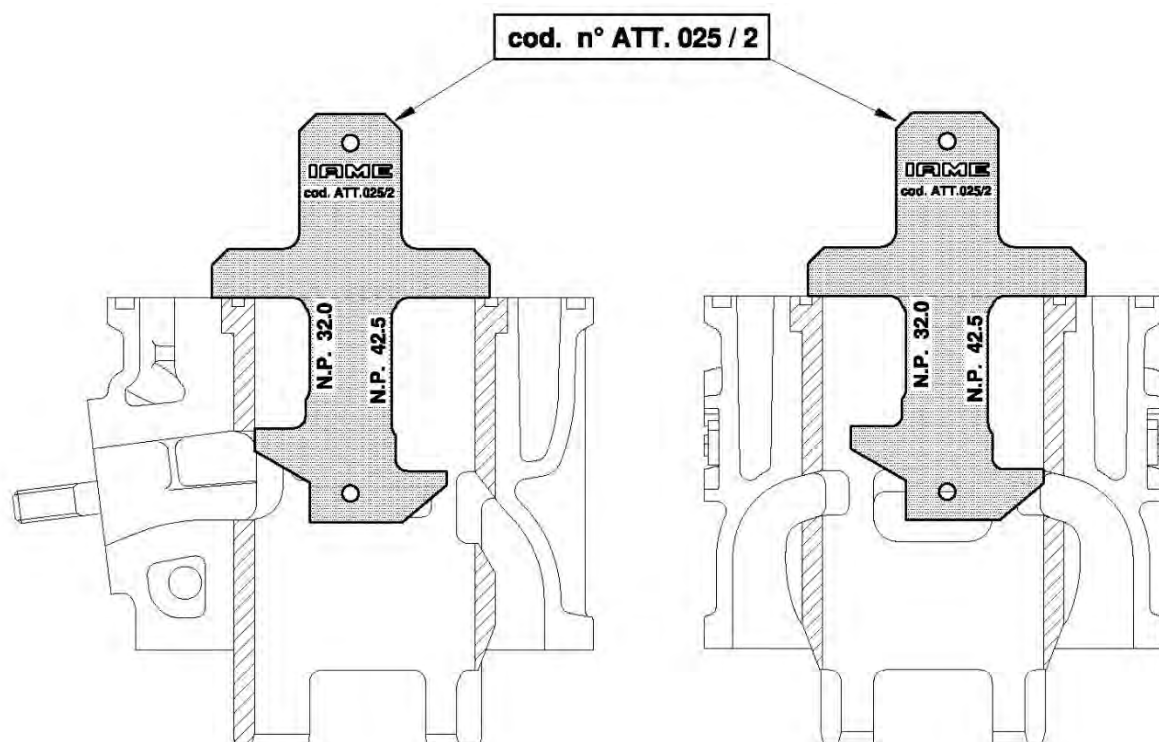
TEMPLATE FOR THE PISTON DOME  
GABARIT POUR LE DÔME DU PISTON



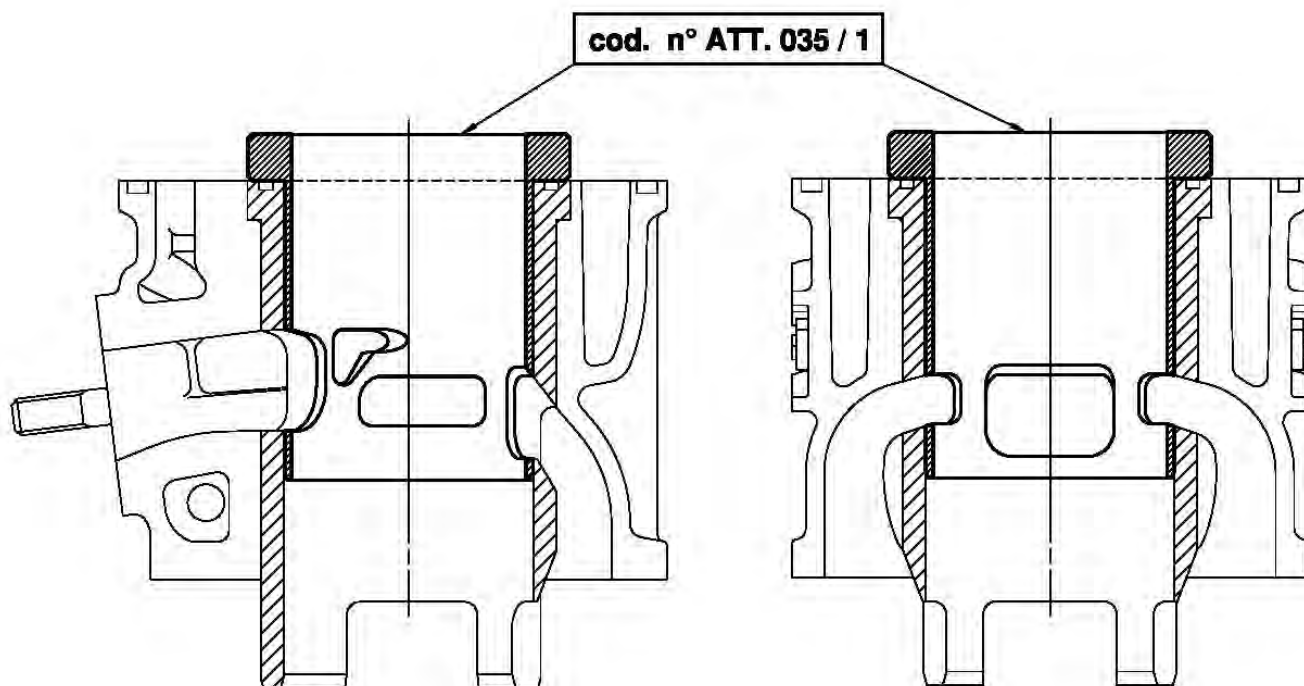
INSERT FOR COMBUSTION CHAMBER VOLUME  
INSERT POUR LE VOLUME DE LA CHAMBRE DE COMBUSTION



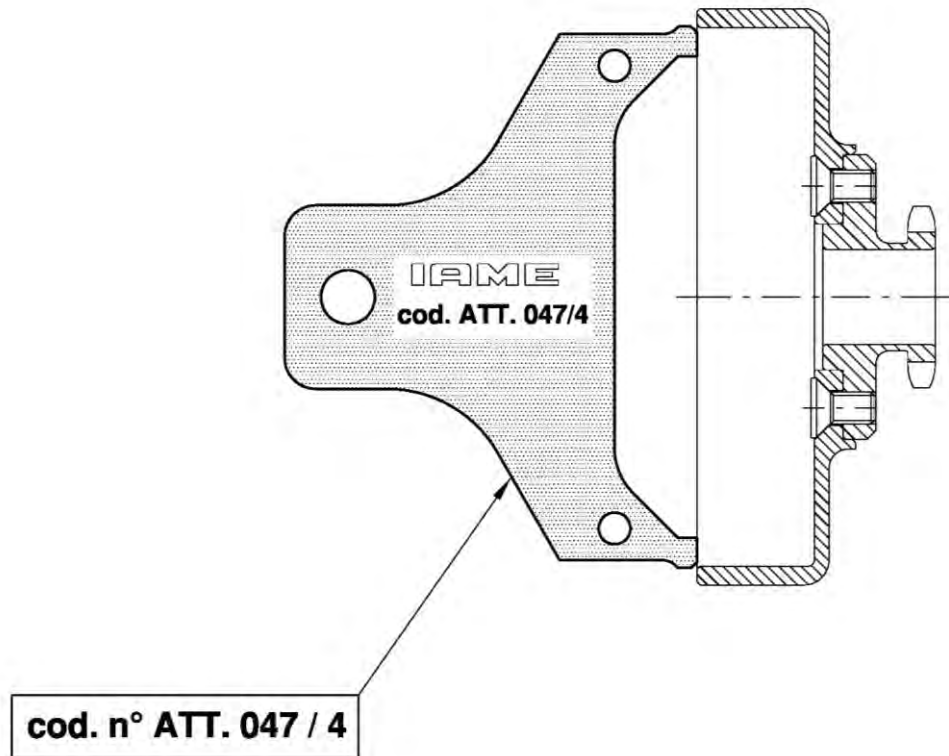
**NO GO GAUGE FOR THE HEIGHT OF EXHAUST PORT AND LATERAL TRANSFERS**  
**GABARIT POUR LA HAUTEUR DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS**  
**LATÉRAUX**



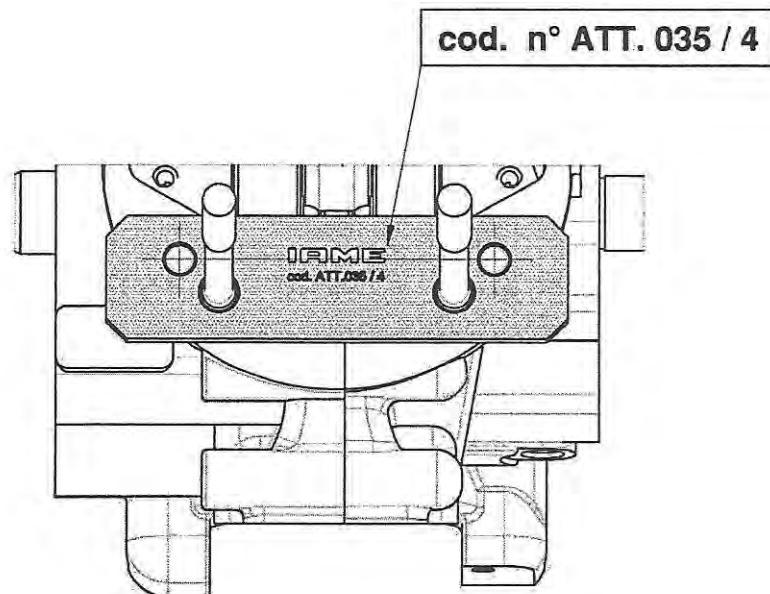
**CHECKING TOOL FOR PORTS IN THE CYLINDER LINER**  
**GABARIT POUR LES LUMIÈRES DANS LA CHEMISE DU CYLINDRE**



NO-GO GAUGE FOR CLUTCH DRUM  
GABARIT POUR LA CLOCHE D'EMBRAYAGE



TEMPLATE FOR THE CILYNDER PINS INTERAXLE  
GABARIT POUR L'ENTRAXE DES PIONS DE CENTRAGE DU CYLINDRE

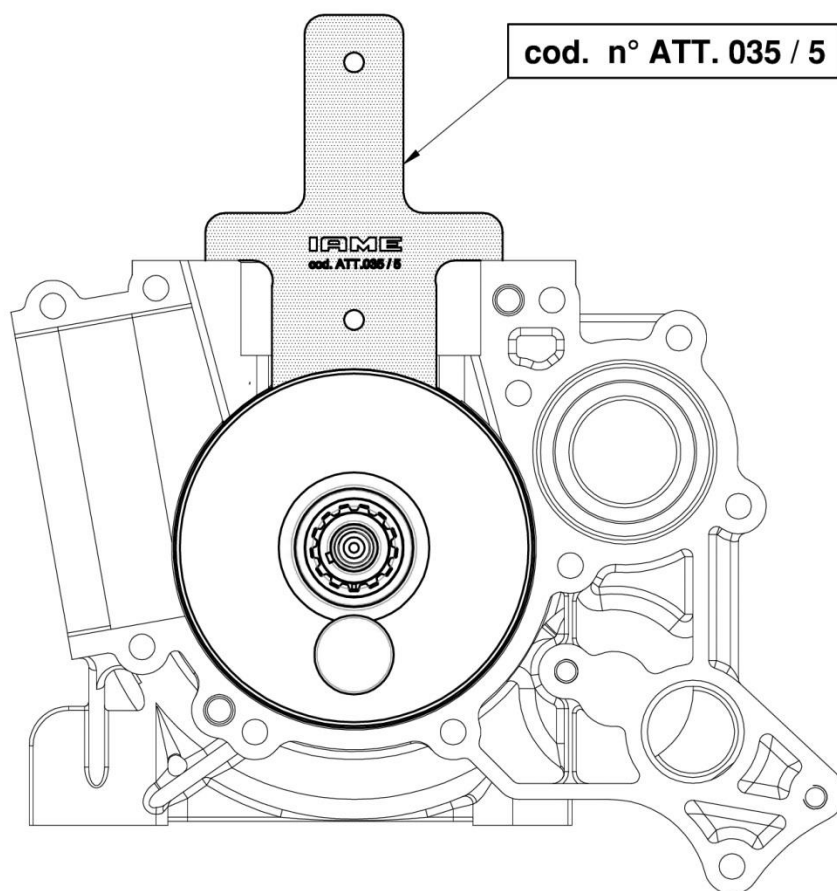


GAUGE FOR THE CYLINDER BASE PLANE ON THE CRANKCASE

It must touch the plane before touching the crankshaft

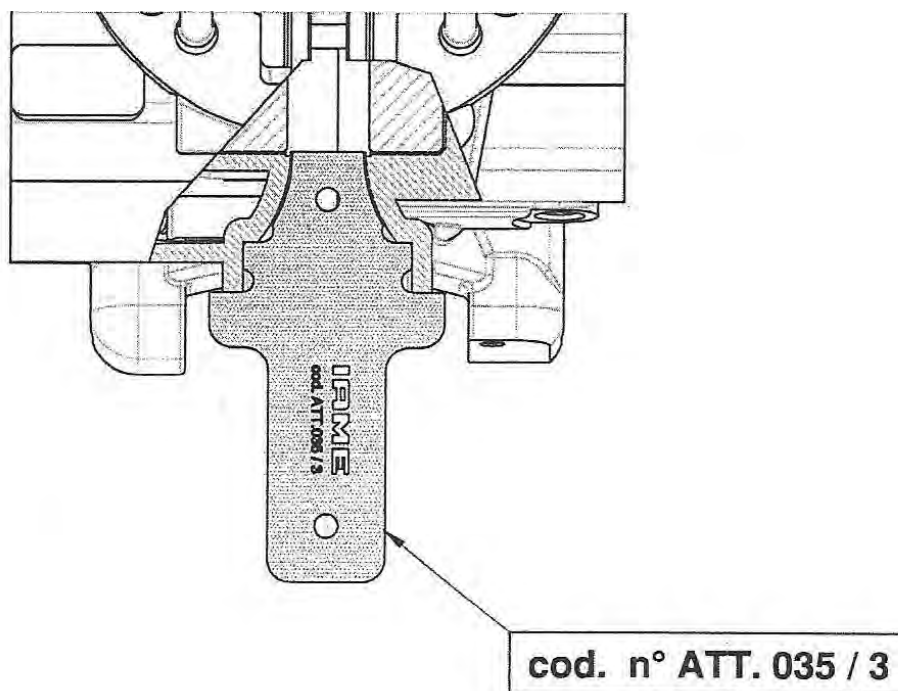
GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER

il doit toucher le plan avant de toucher le vilebrequin



GAUGE FOR REED VALVE SEAT AND PLANE

GABARIT POUR LE PLAN ET LOGEMENT DE LA BÔITE À CLAPETS



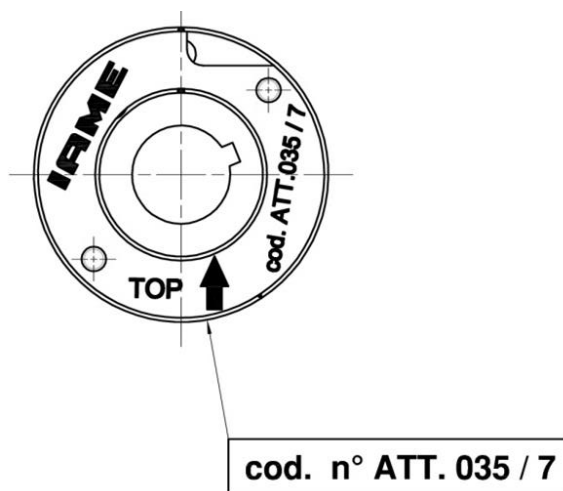


TEMPLATE FOR THE MARKING POSITION ON SELETTRA DIGITAL "S" ROTOR

OK when the marking is hidden by the template

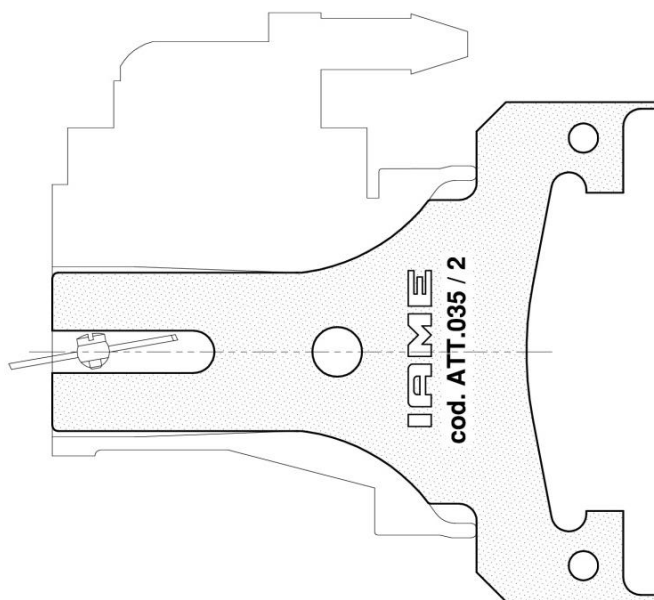
*GABARIT POUR LA LE MARQUAGE DE PHASE SUR LE ROTOR SELETTRA DIGITAL "S"*

*OK si le marquage est couvert par le gabarit*



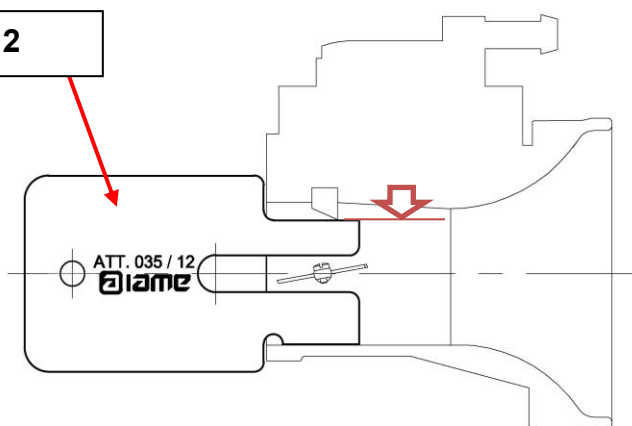
TEMPLATE FOR THE VENTURI SHAPE OF TILLOTSON HW-27A CARBURETTOR

*GABARIT POUR LE VENTURI DU CARBURATEUR TILLOTSON HW-27A*



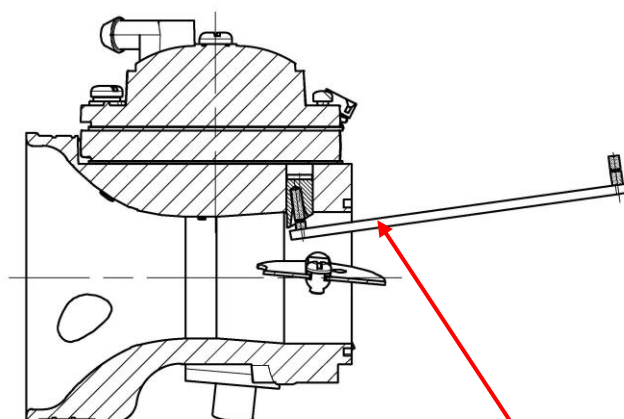
GAUGE FOR THE HEIGHT OF THE ATOMISER – IT MUST ENTER  
GABARIT POUR LA HAUTEUR DU PULVERISATEUR - IL DOIT ENTRER

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NO GO GAUGE FOR THE HOLE OF THE NOZZLE  
GABARIT POUR LE TROU DU PULVERISATEUR

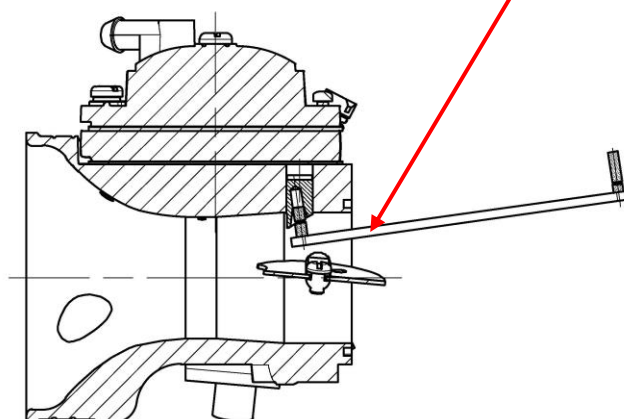
GO Side – must enter  
 Côté GO – doit entrer



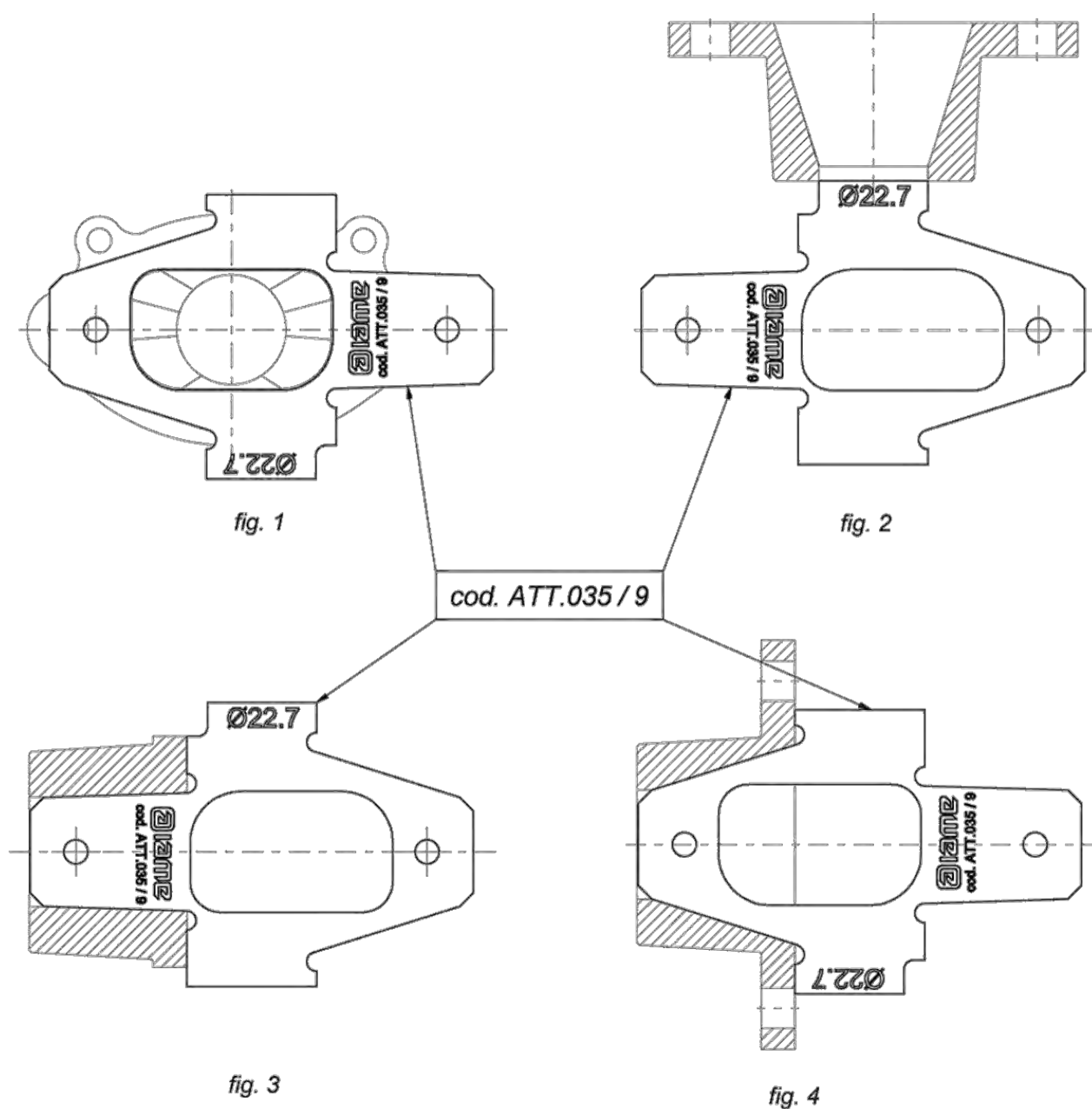
NO GO Side – must not enter  
 Côté NO GO – ne doit pas entrer



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## EXHAUST MANIFOLD CHECKING TOOL - CONTRÔLE DU RACCORD D'ÉCHAPPEMENT

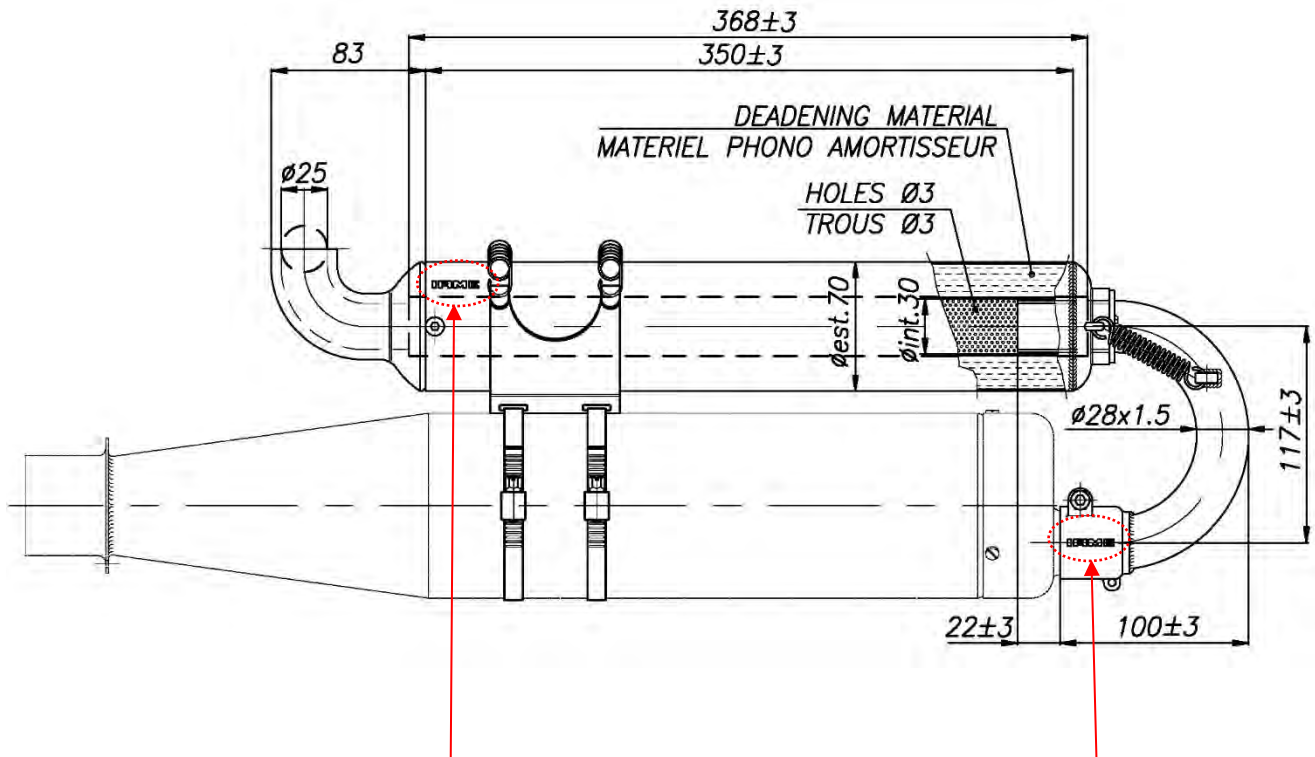


THE NO-GO GAUGE MUST NOT ENTER INTO THE EXHAUST RESTRICTOR, (FIG.2);  
LE GABARIT NE DOIT PAS ENTRER DANS LE TROU DU RESTRICTEUR D'ÉCHAPPEMENT.

THE SHAPE OF THE DUCT IN THE HEADER MUST MATCH WITH THE TEMPLATE, (FIG.1,3 AND 4).  
LA FORME DU CONDUIT DANS LE COLLECTEUR DOIT ÊTRE LA MEME QUE L'OUTIL

## ANEXO 1: SILENCIOSO DE ESCAPE

### EXHAUST SILENCER SILENCIEUX D'ÉCHAPPEMENT



OR / OU



OR / OU



IAME MARKING / MARQUAGE IAME