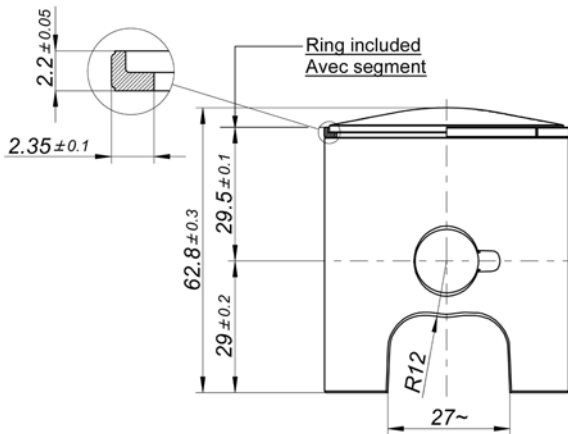
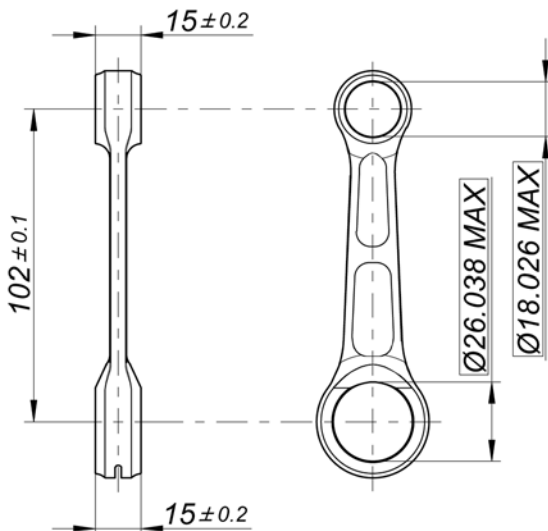
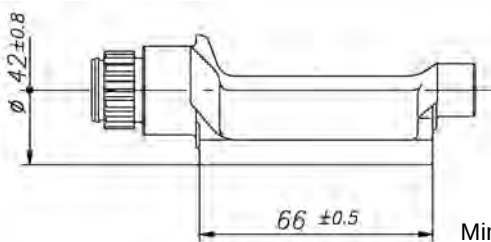
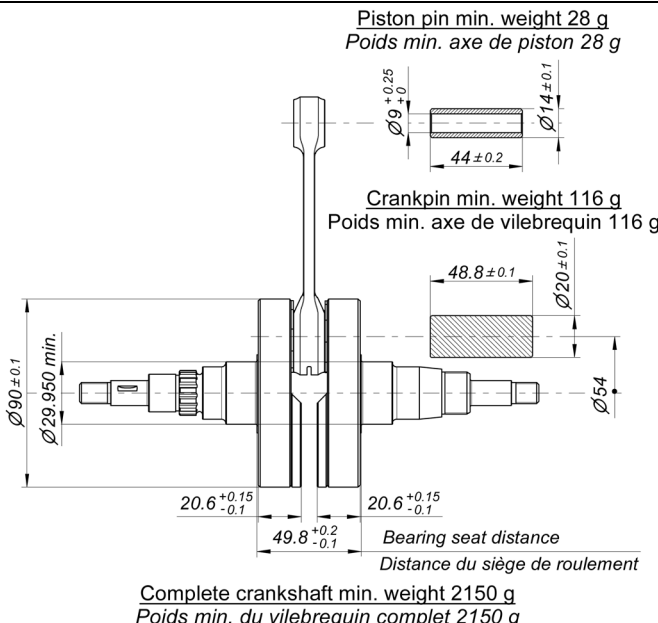


X30 125cc RL-C TAG

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

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

Technical drawing of a crankpin assembly. The drawing shows a central crankpin with a central neck and two main journals. The dimensions are as follows:

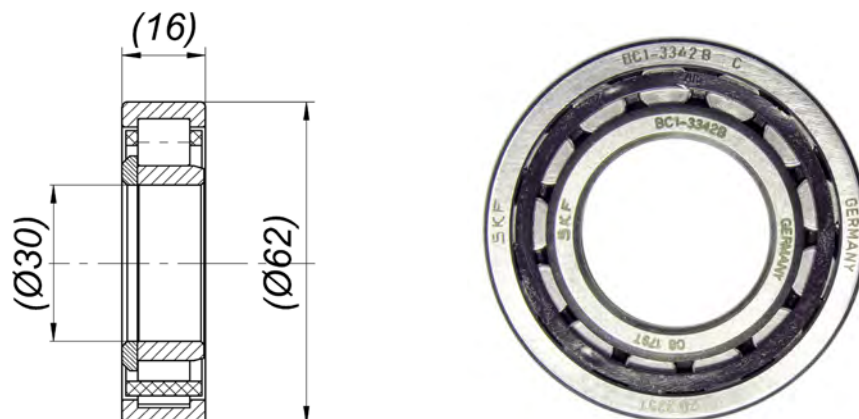
- 12.5 MIN (twice, indicating minimum distance from the centerline to the outer edges of the main journals)
- 20.6 $^{+0.15}_{-0.1}$ (twice, indicating the width of the main journals)
- 48.8 ± 0.1 (indicating the total width on the crankpin area)

Labels:

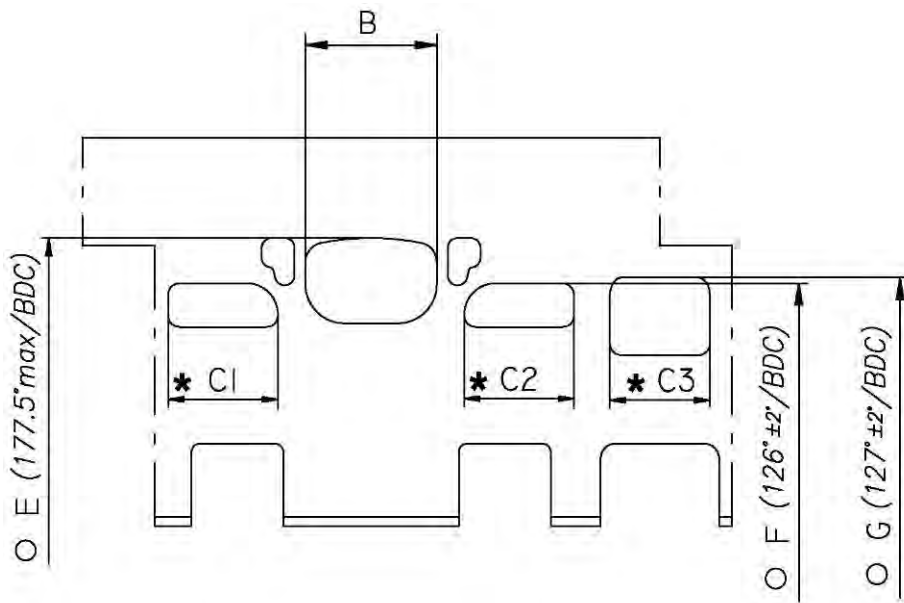
- Width on crankpin area
- Largeur sur la zone axe du vilebrequin
- Ø External Inner Ring 37.42 MIN (both sides)
- Ø Extérieur de la bague intérieure 37.42 MIN (des deux côtés)

ROLLER MAIN BEARING

ROULEMENTS À ROULEAUX DU VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

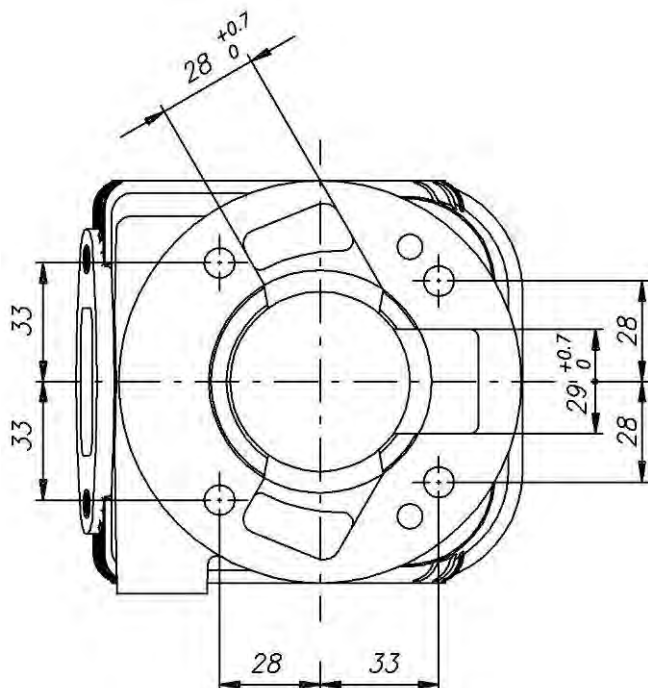


B	$\leq 36.5 \text{ mm}$
C1 = C2	$\leq 30 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$
E	177.5° max
F	$126^\circ \pm 2^\circ$
G	$127^\circ \pm 2^\circ$

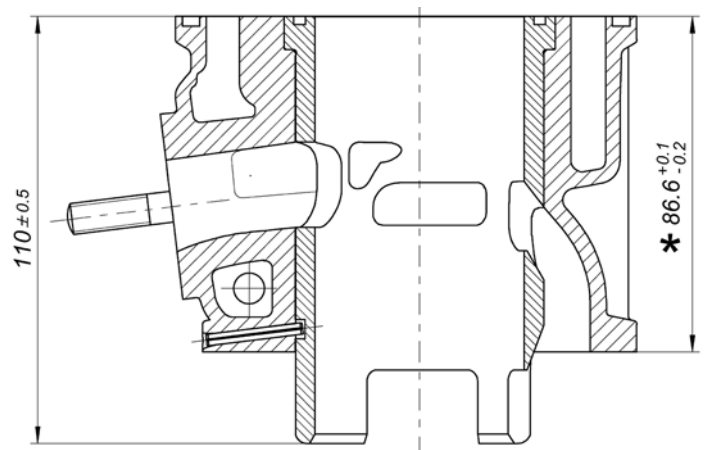
* CHORDAL READING
LECTURE CORDALE

○ 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

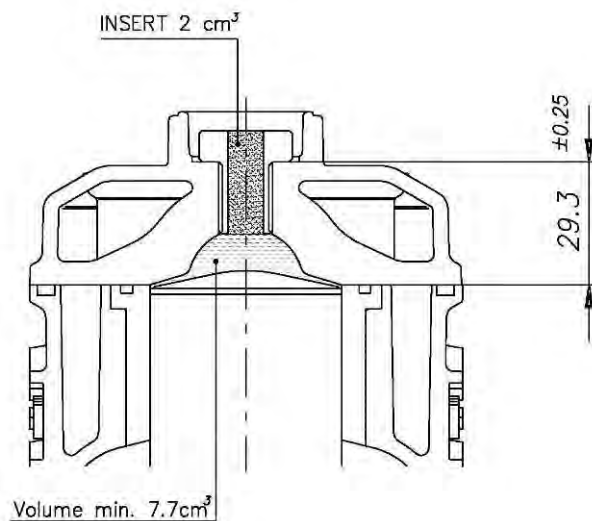


CYLINDER CROSS SECTION VIEW VUE EN SECTION DU CYLINDRE



* 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

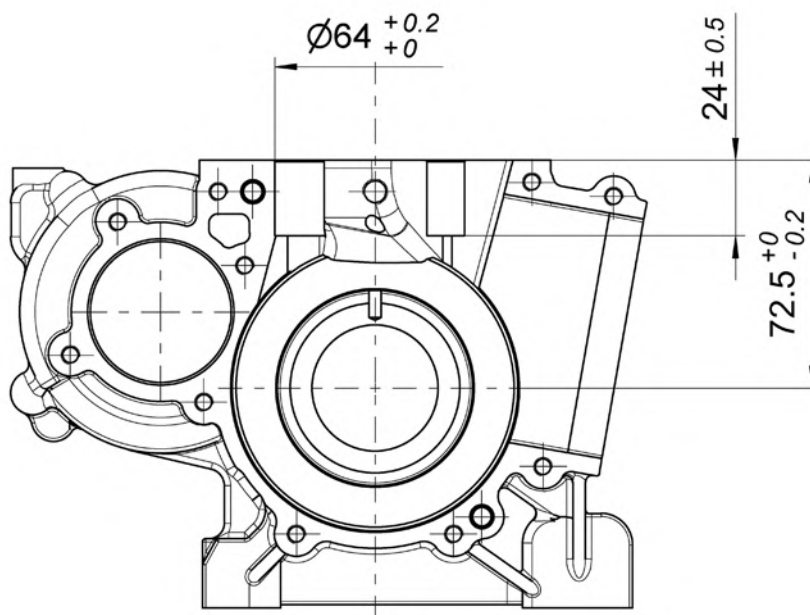
COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMBUSTION



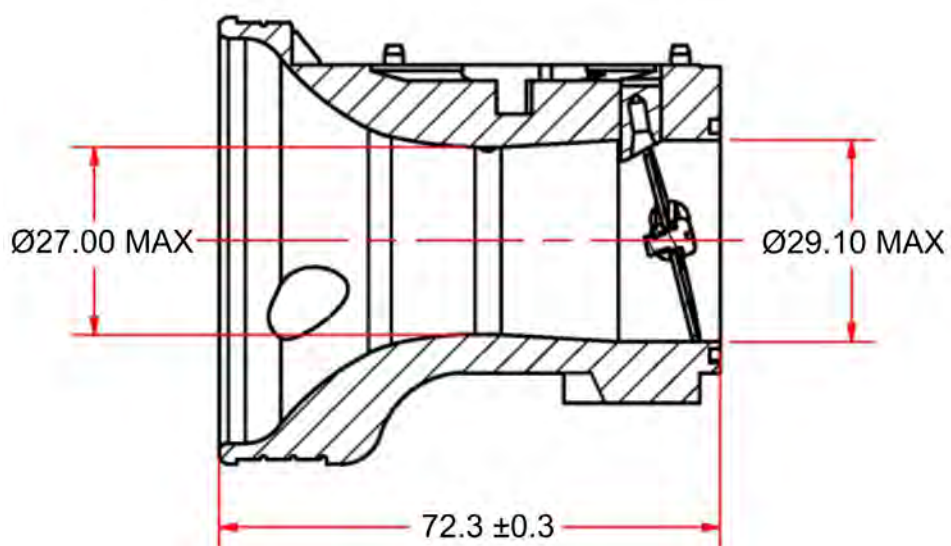
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

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

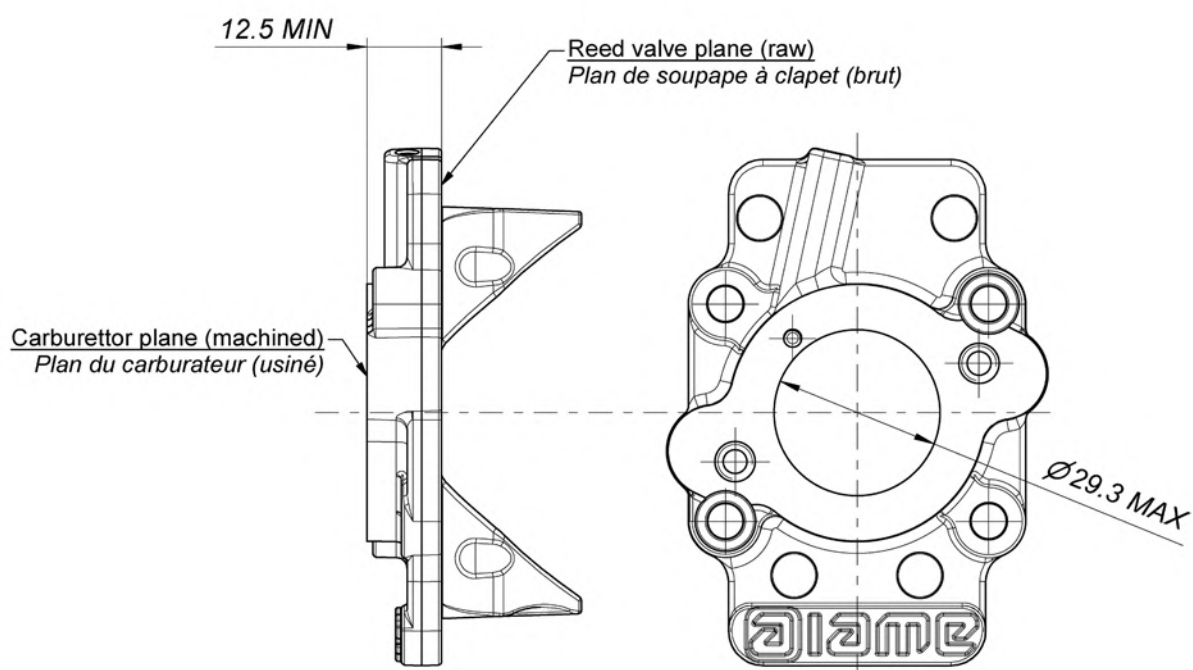
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



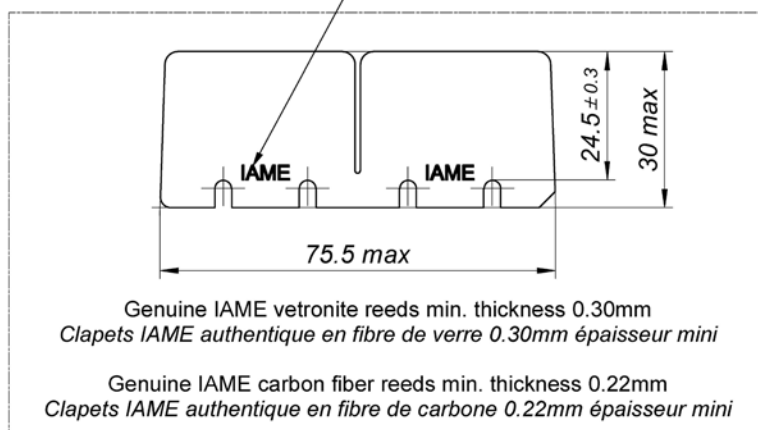
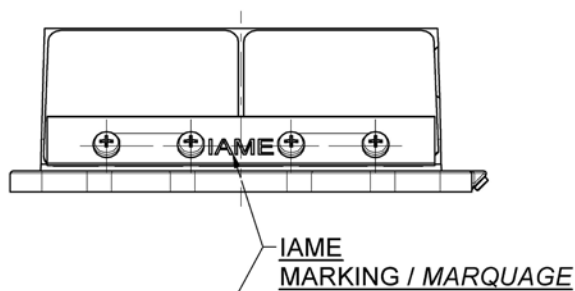
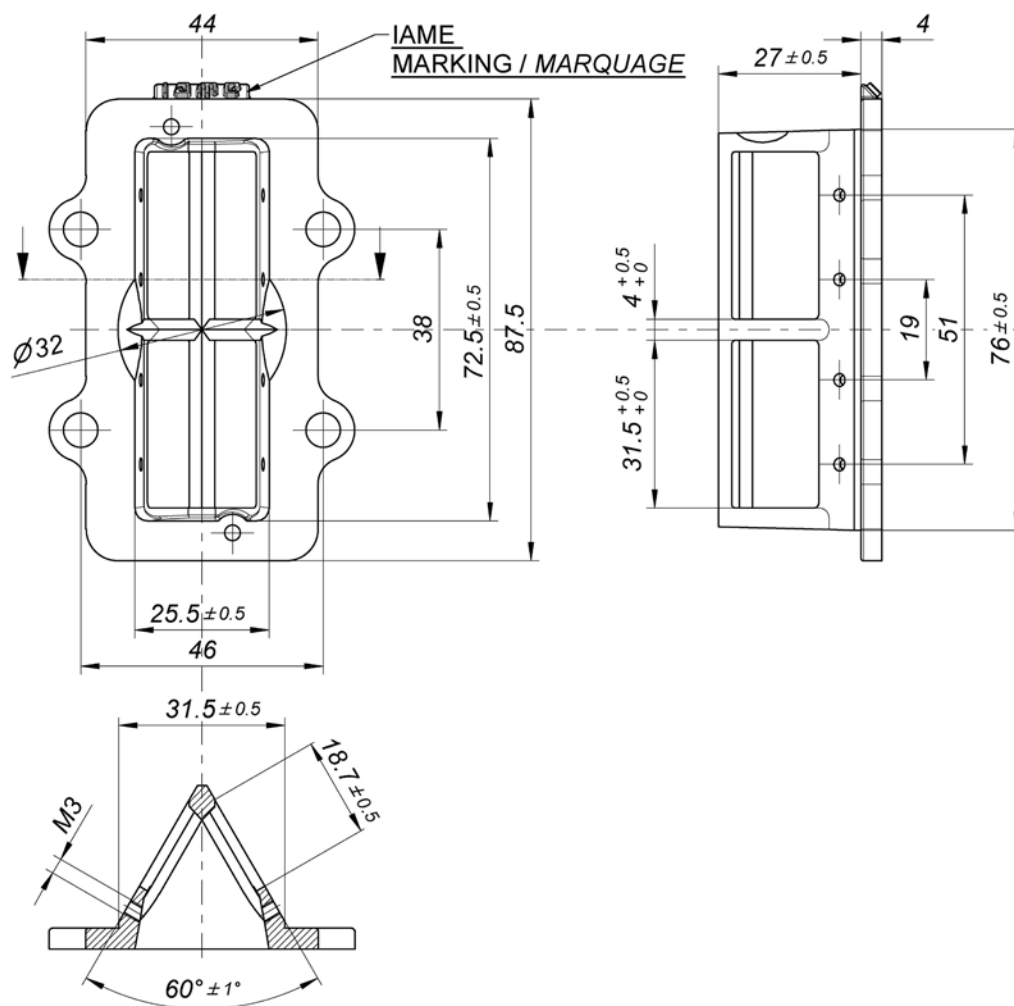
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS
 DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



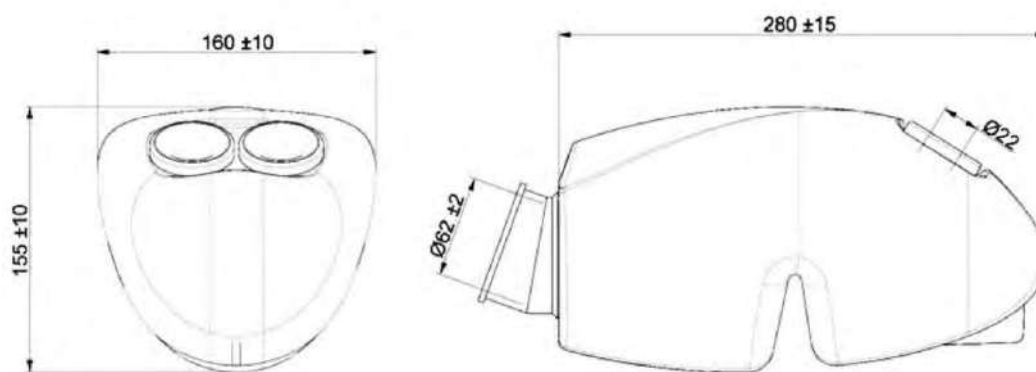
INLET CONVEYOR DIMENSIONS
 CONVOYEUR D'ADMISSION



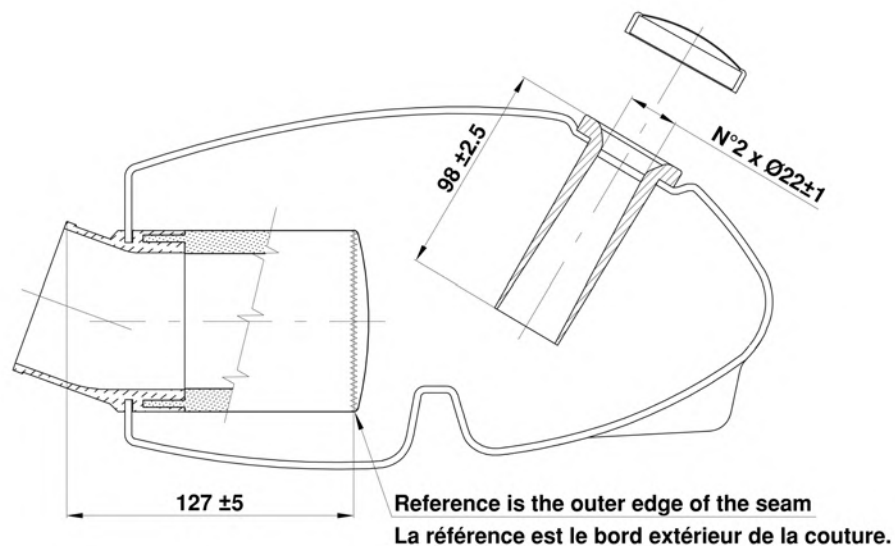
REED VALVE - DIMENSIONS AND MARKING
BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE



INLET SILENCER – DRAWING
 DESSIN DU SILENCIEUX D'ADMISSION



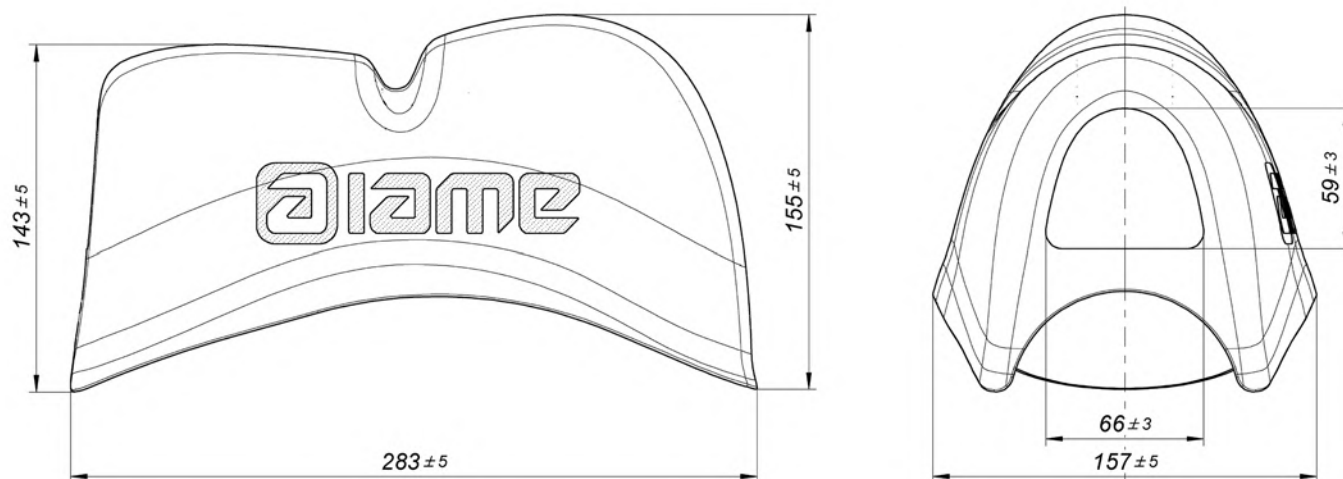
WITH SPONGE AIR FILTER
AVEC MANCHON COMPLET ET FILTRE À AIR



INLET SILENCER - PHOTO
 PHOTO - SILENCIEUX D'ADMISSION



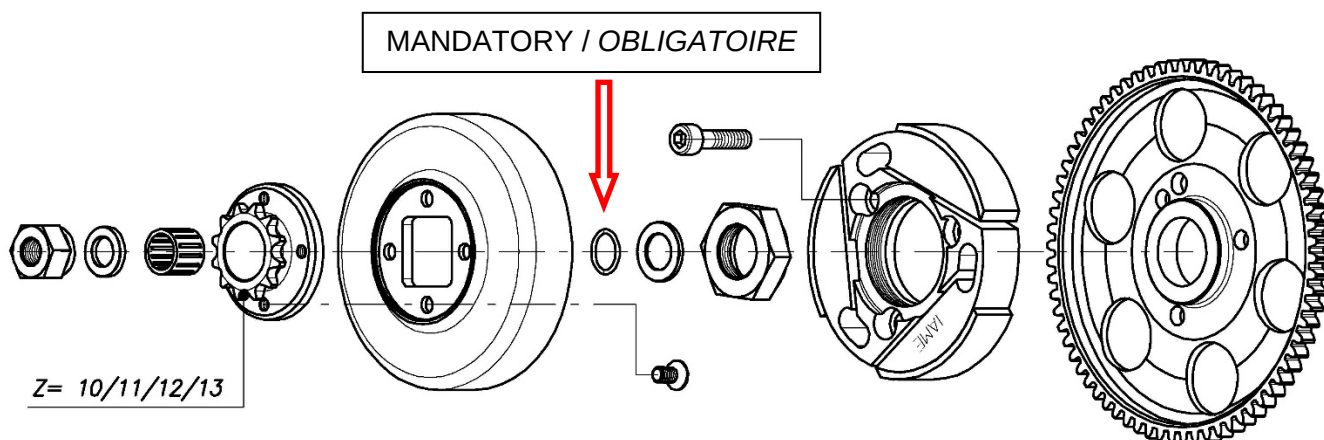
RAIN COVER INLET SILENCER – DRAWING
 DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



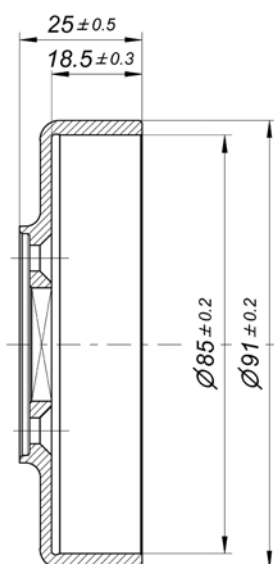
RAIN COVER INLET SILENCER - PHOTO
 PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



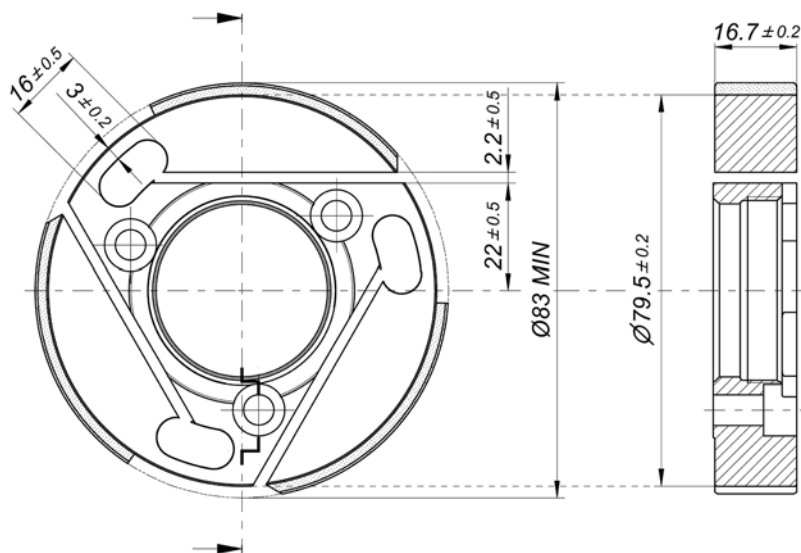
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



COMPONENTS OF THE CLUTCH – COMPOSANTS DE L'EMBRAYAGE

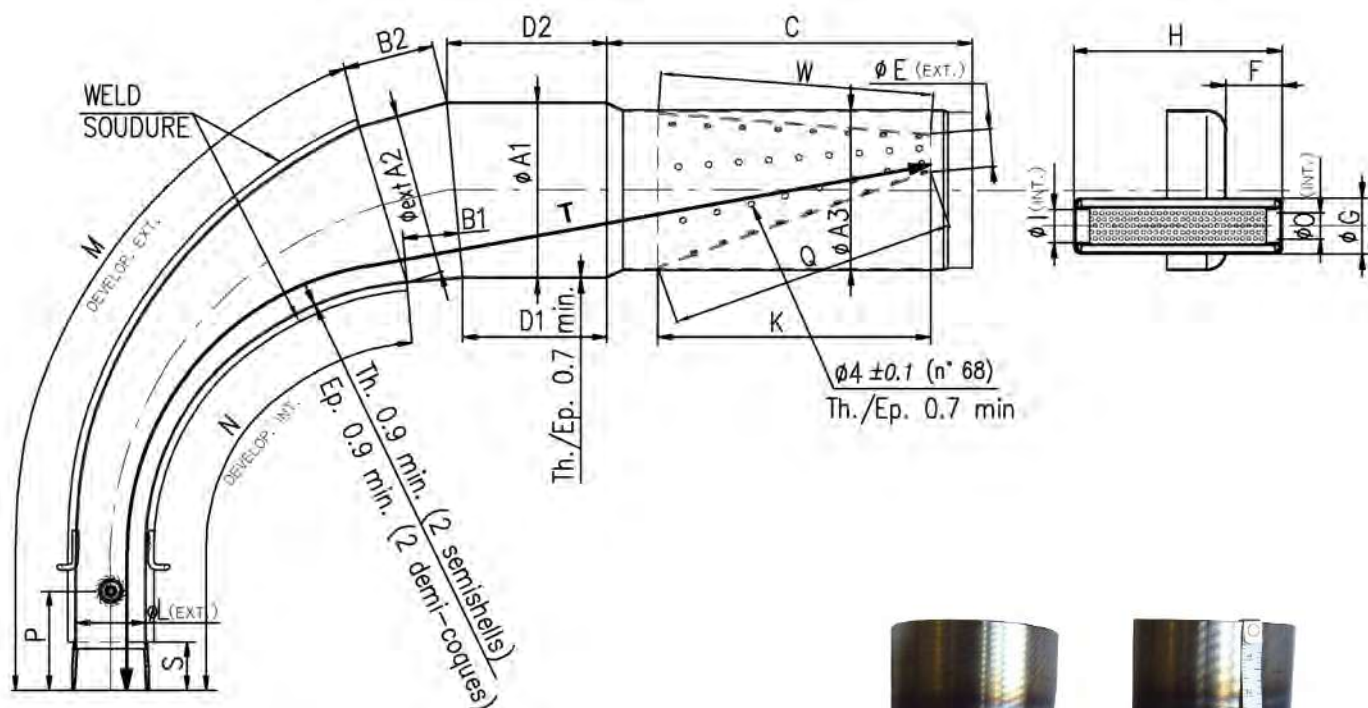


Min. weight 225 g
Poids min. 225g



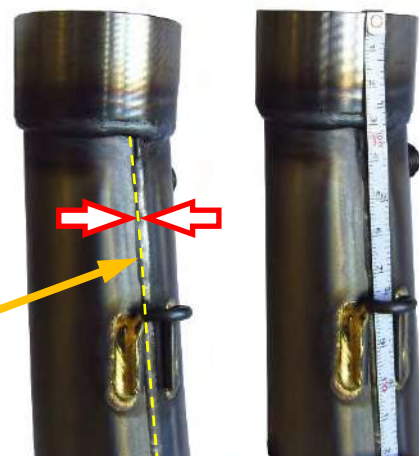
Min. weight 375 g
Poids min. 375g

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

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

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.

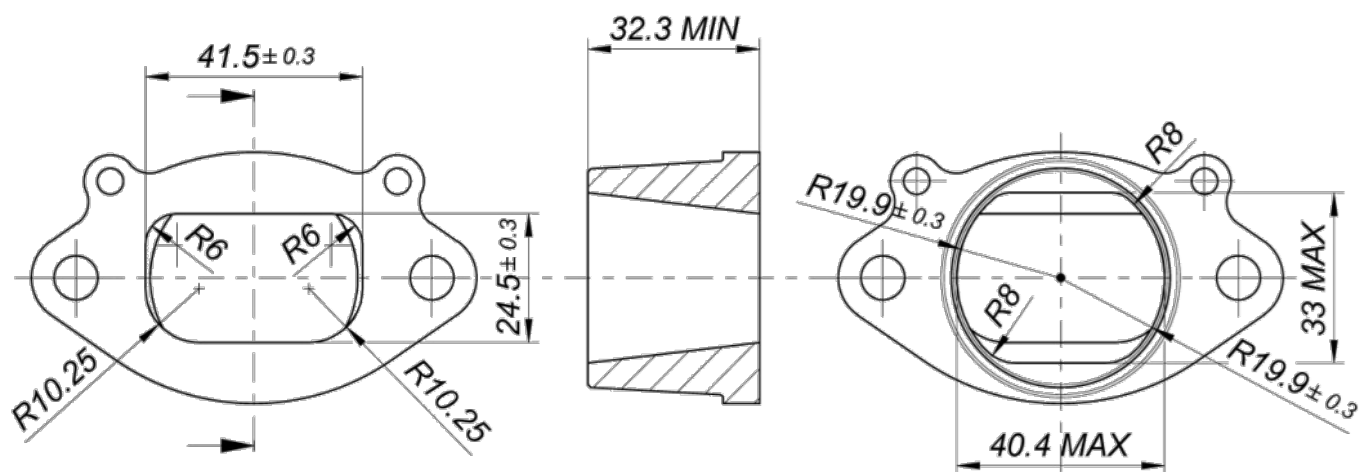
Les dimensions « M », « N » et « T » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.

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

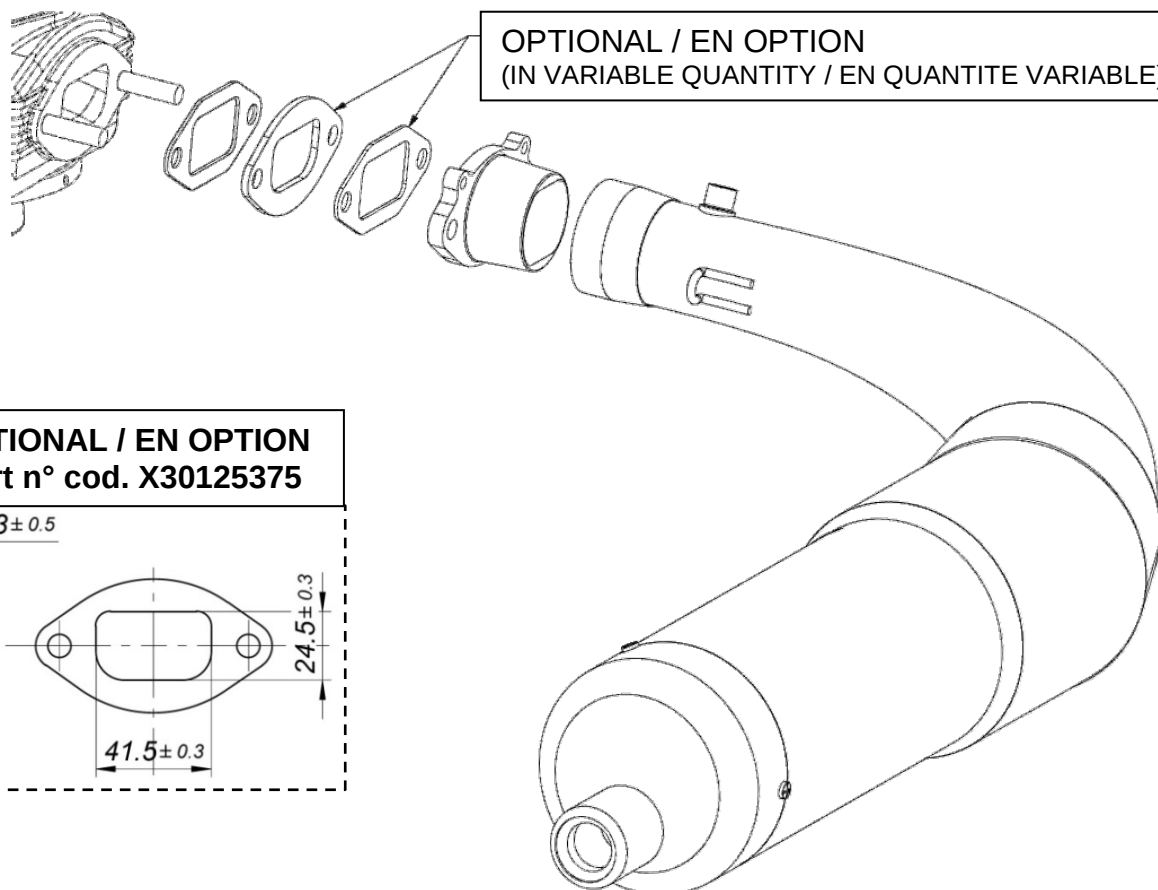
The dimensions "Q" and "W" must be taken by steel tape measure 12mm wide.

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

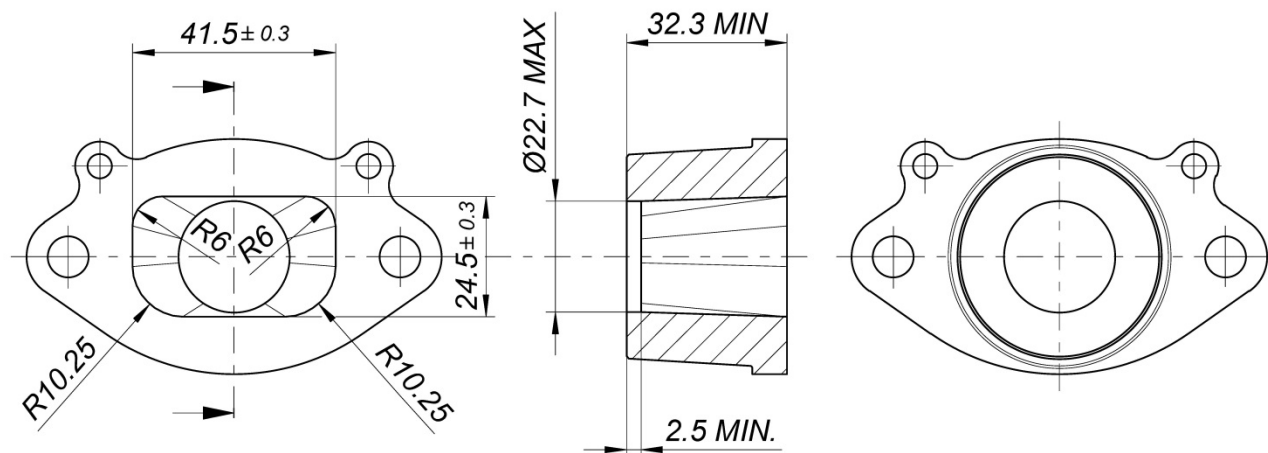
SENIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT SENIOR



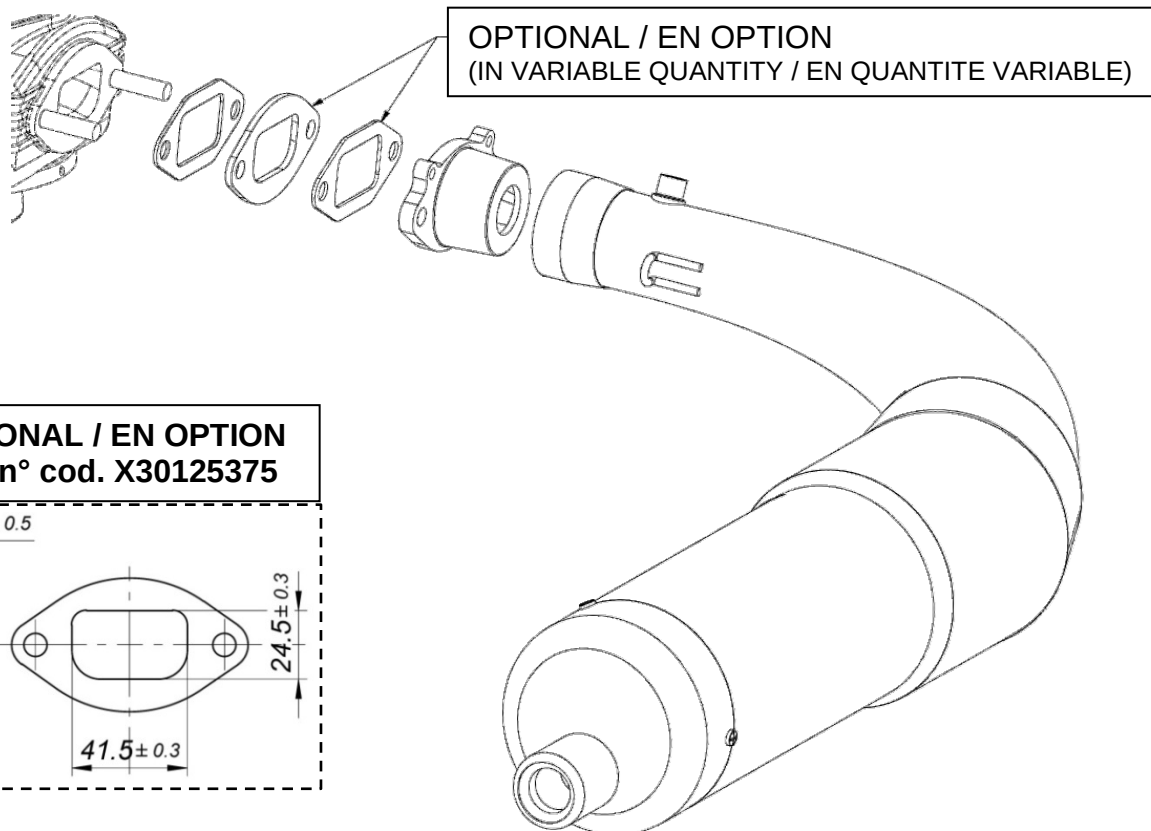
SENIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



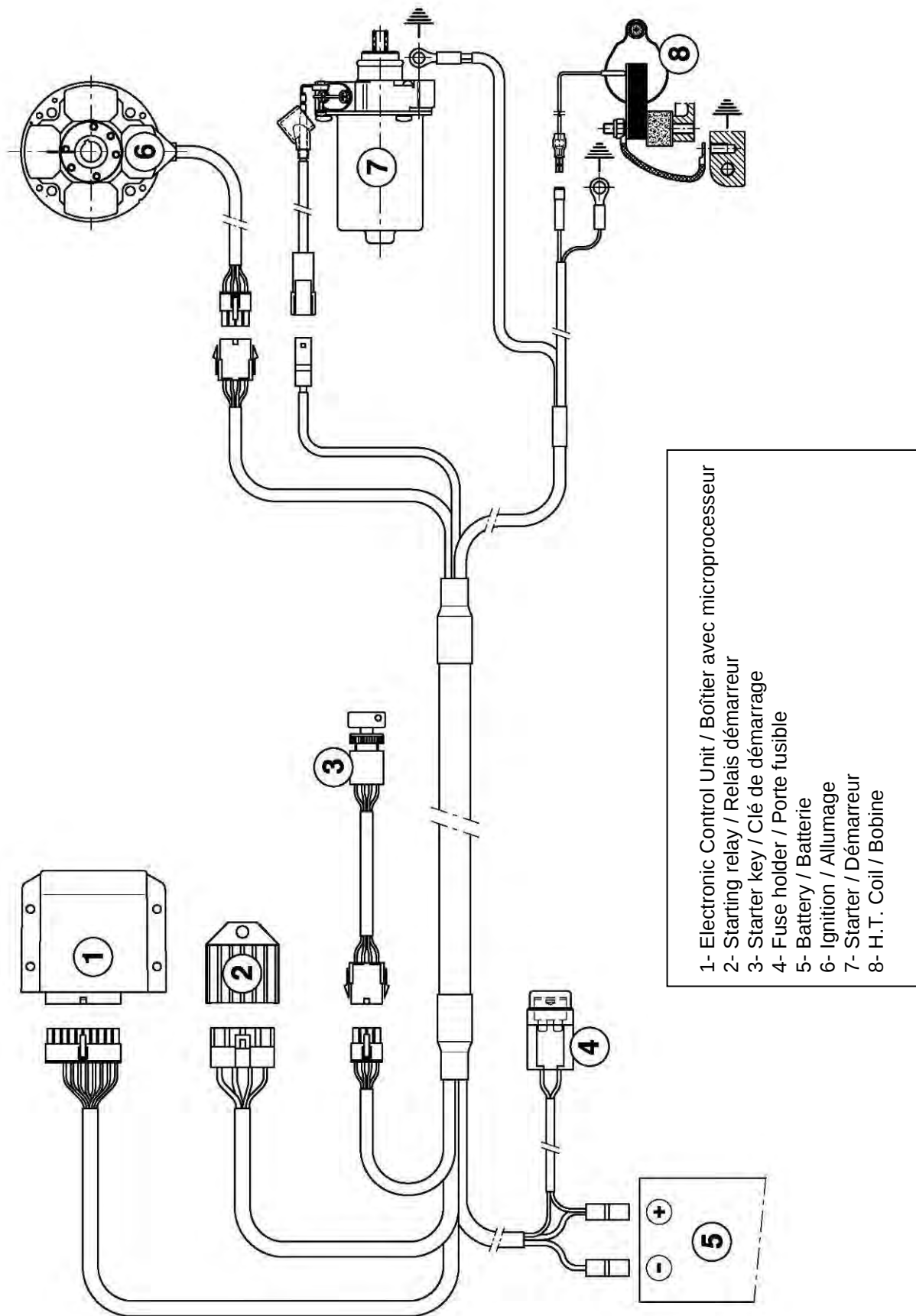
JUNIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT JUNIOR



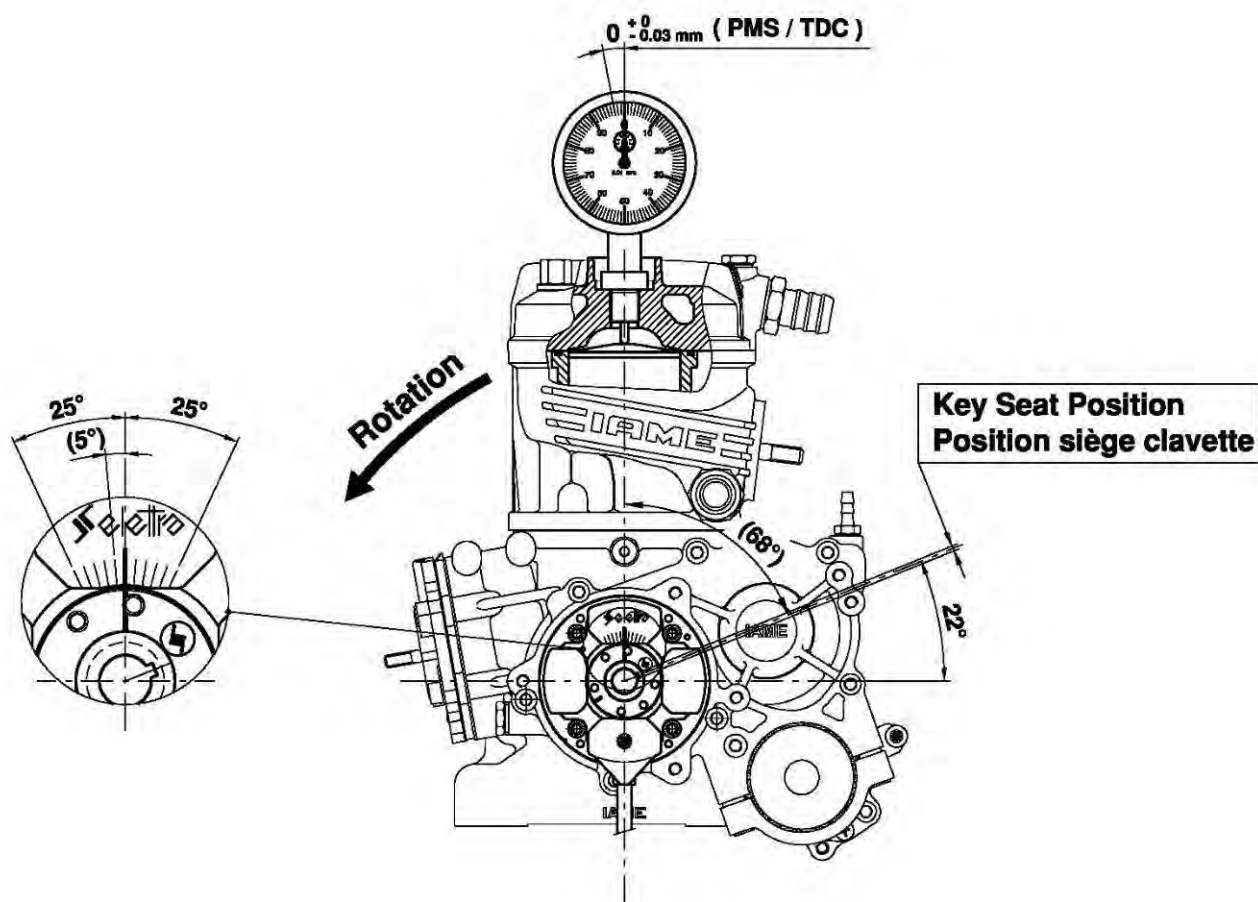
JUNIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT JUNIOR



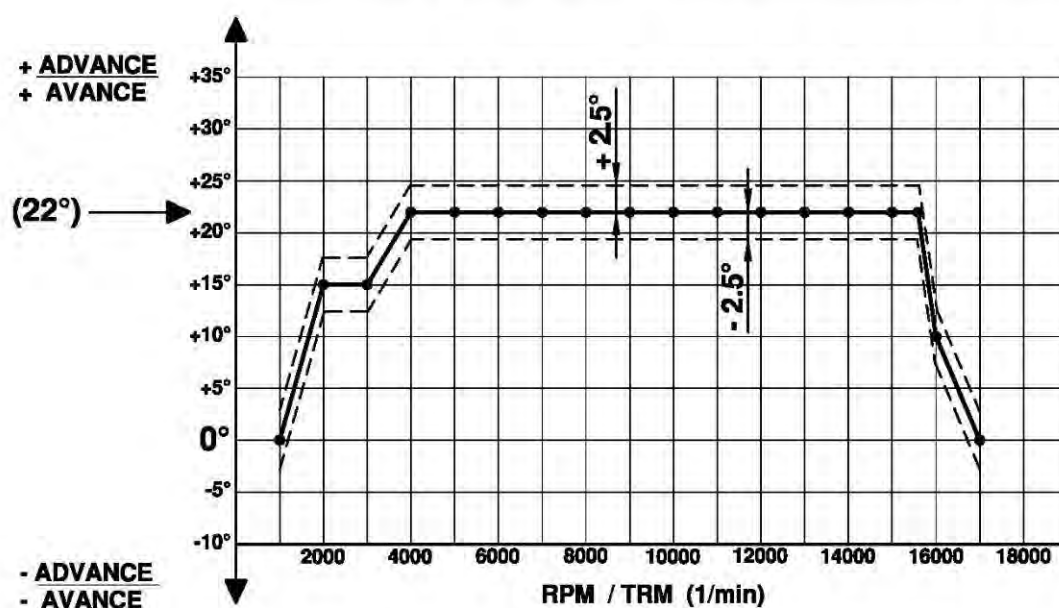
WIRING DIAGRAM (SELETTA DIGITAL "K" IGNITION)
SCHEMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTA DIGITAL "K")



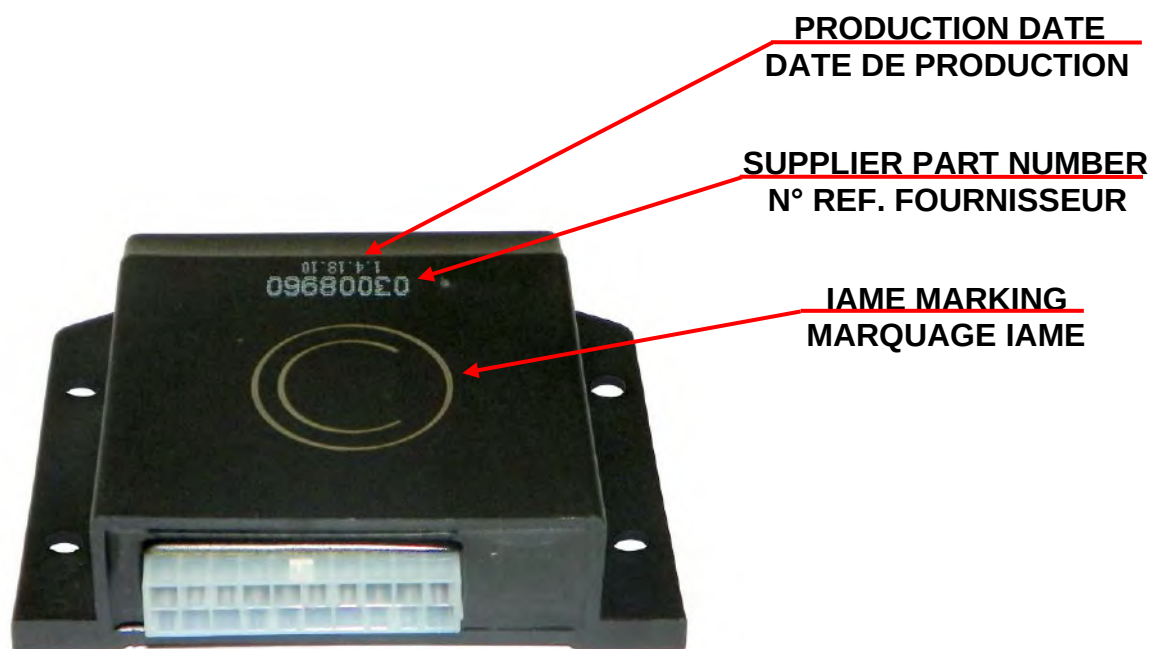
SCHEME FOR ADVANCE CONTROL SCHEMA POUR LE CONTROLE DE L'AVANCE



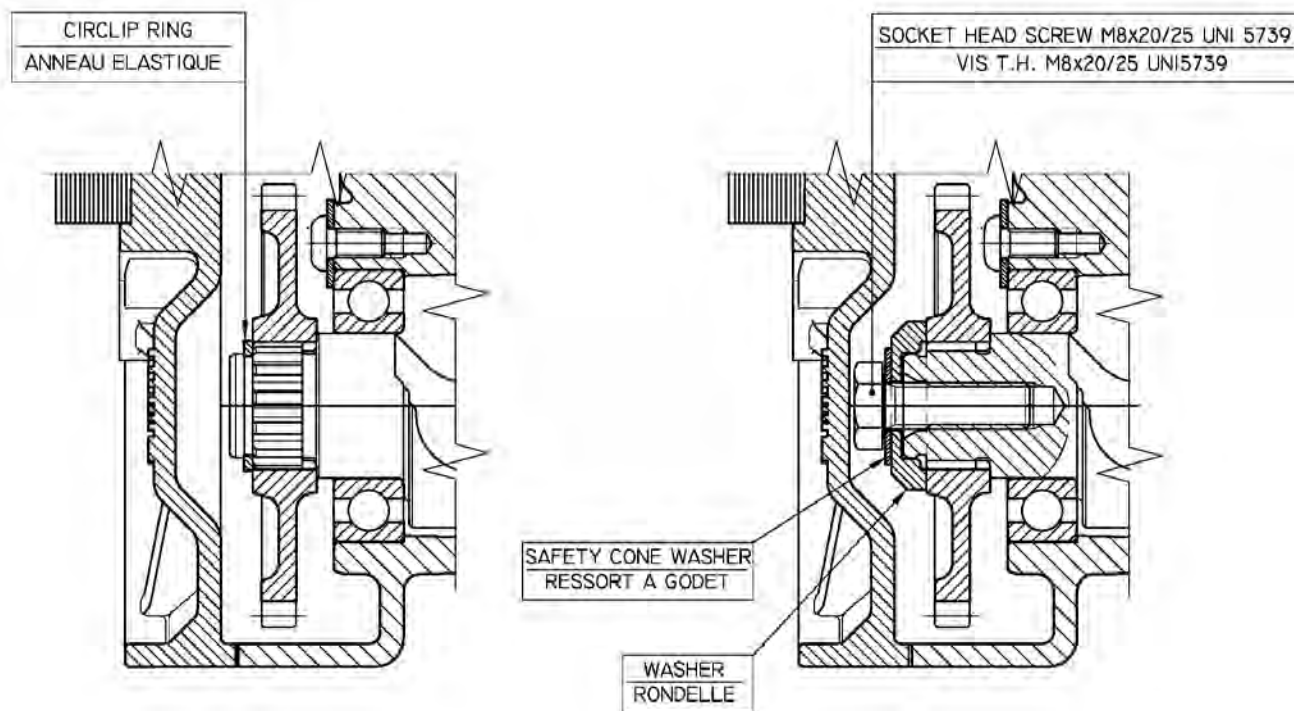
ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



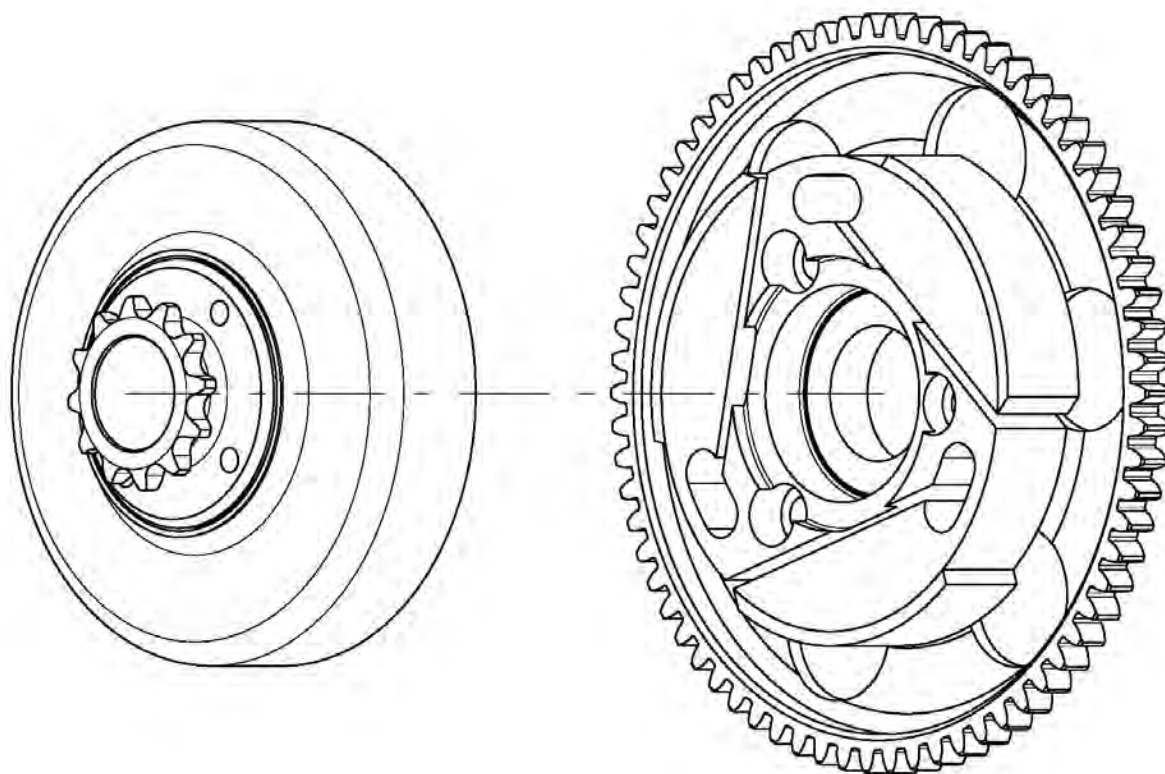
ELECTRONIC BOX MARKING MARQUAGE DU BOITIER ELECTRONIQUE



GEAR ALTERNATIVE FIXING FIXATION ALTERNATIVE DE L'ENGRENAGE



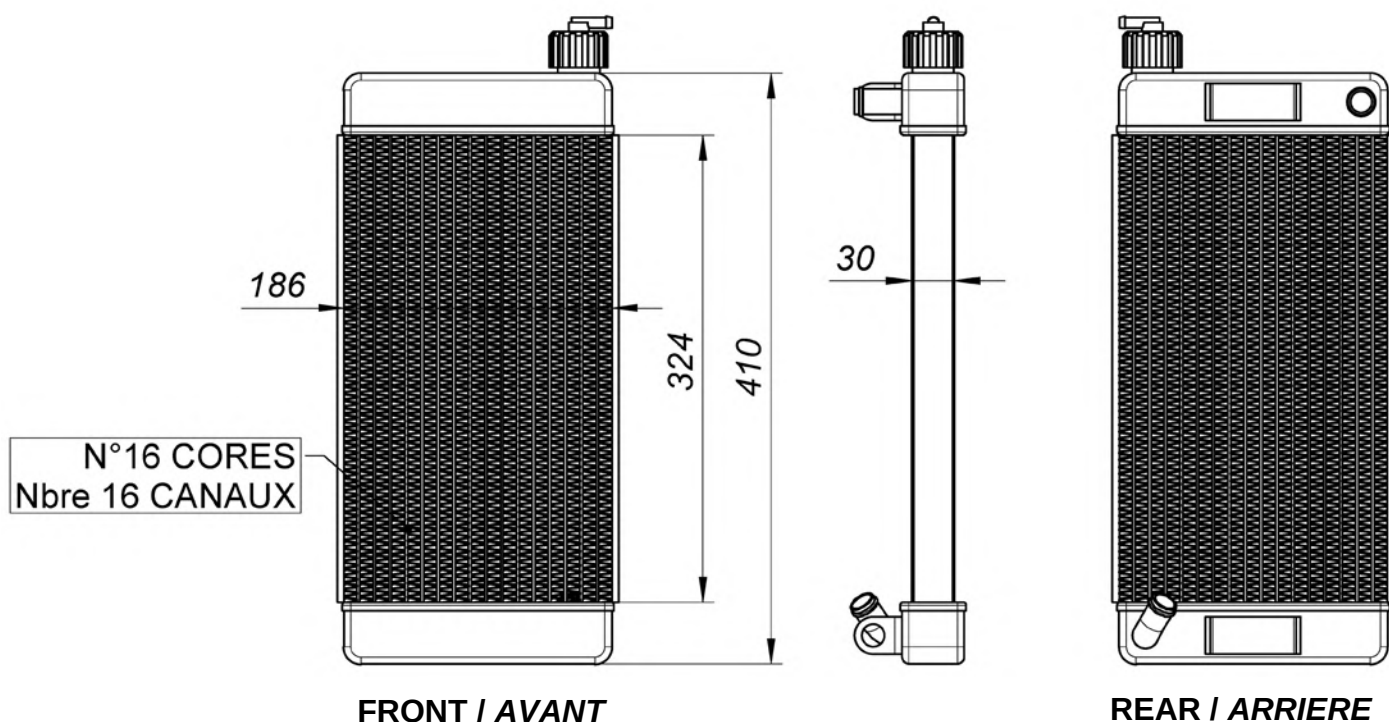
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



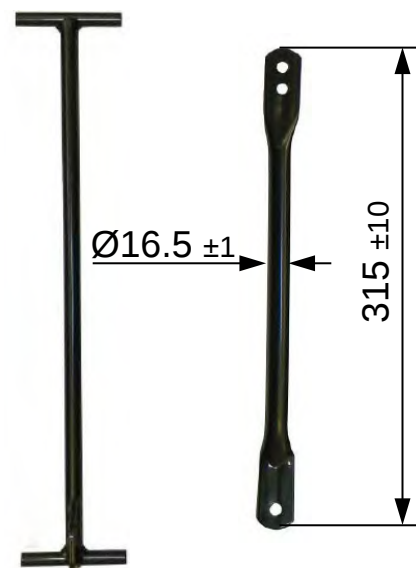
Min. weight 300 g
Poids min. 300 g

Min. weight 680 g
Poids min. 680 g

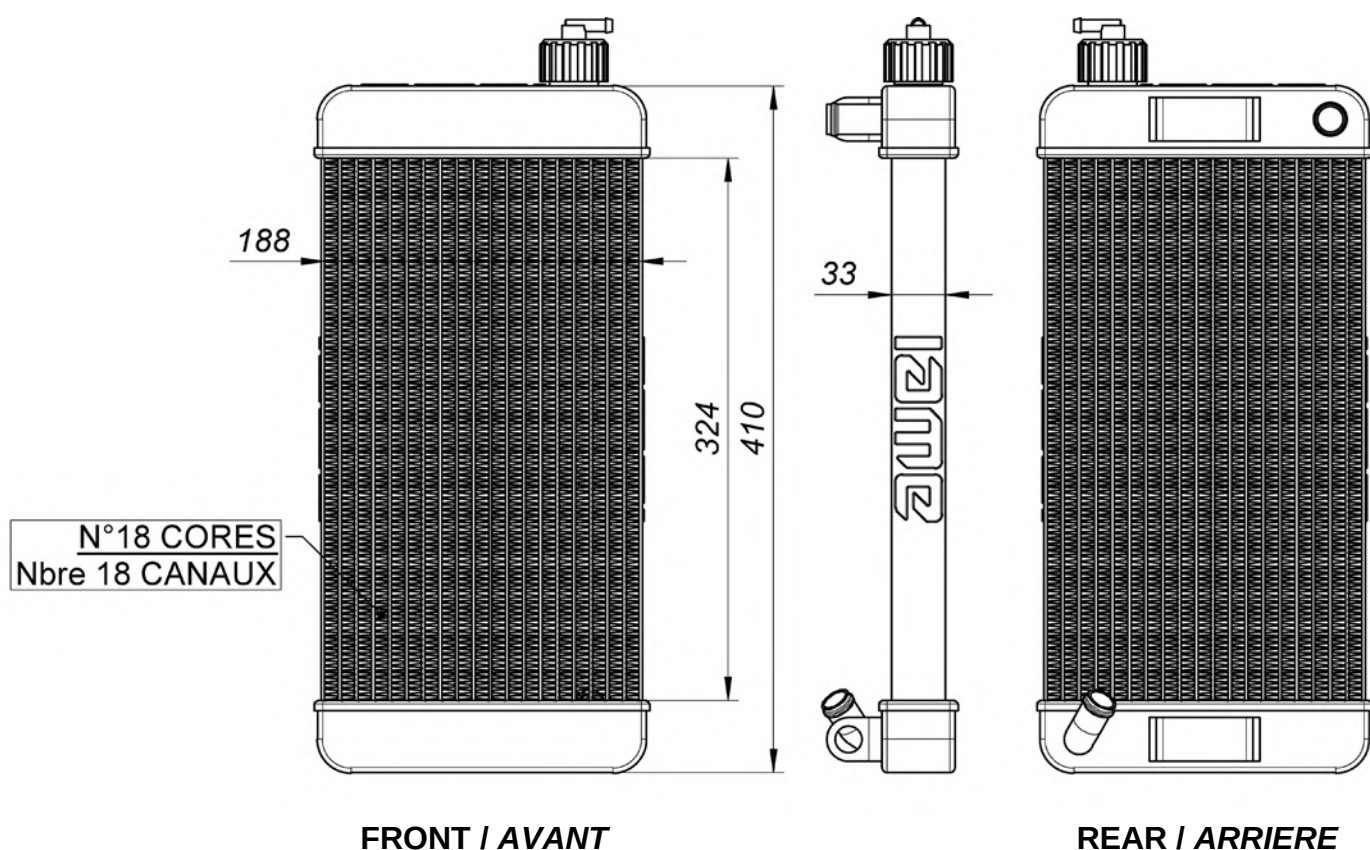
RADIATOR DESCRIPTION AND SKETCH OF PARTS
DESCRIPTION DU RADIATEUR ET SCHEMA ILLUSTRANT LES ELEMENTS



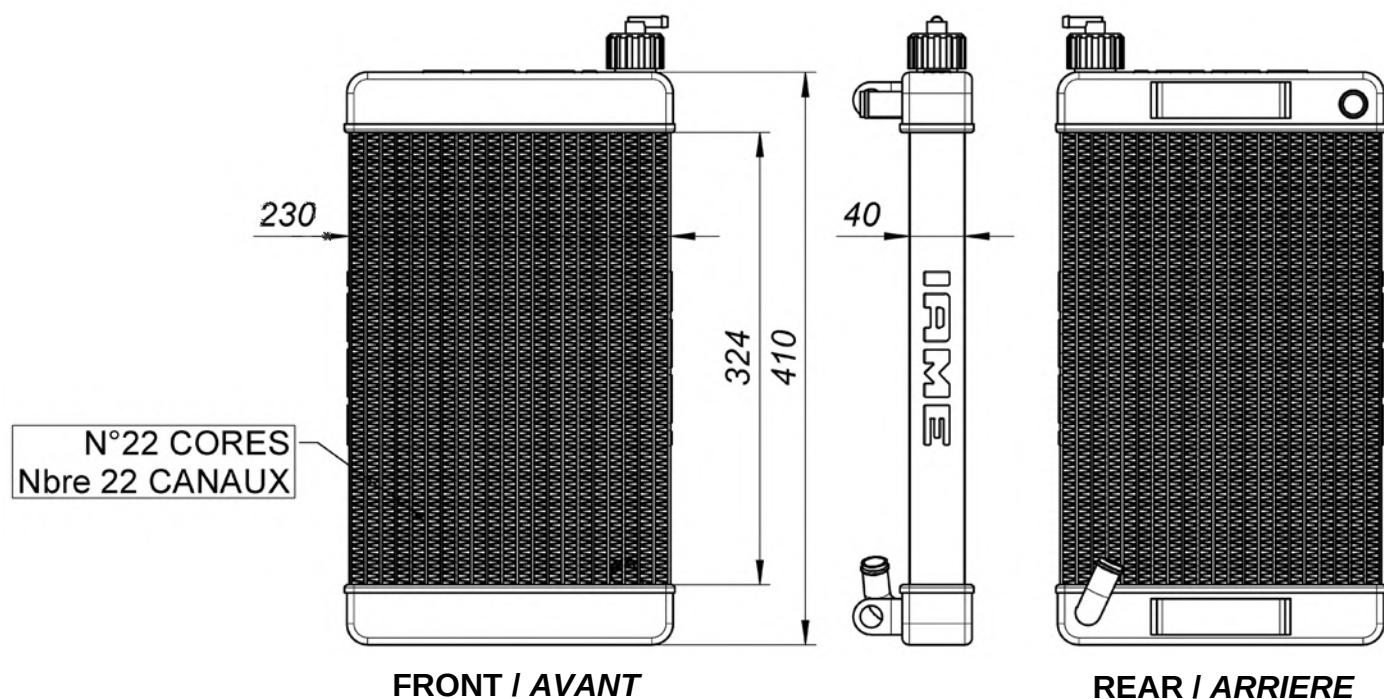
PAINTED AND NOT PAINTED
PEINT ET PAS PEINT



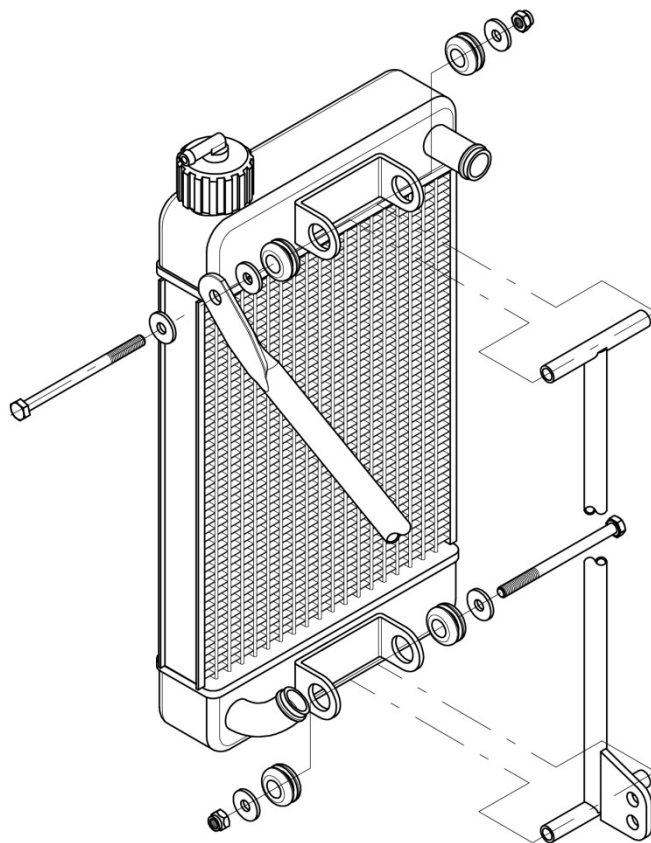
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH DESCRIPTION DU RADIATEUR ALTERNATIF



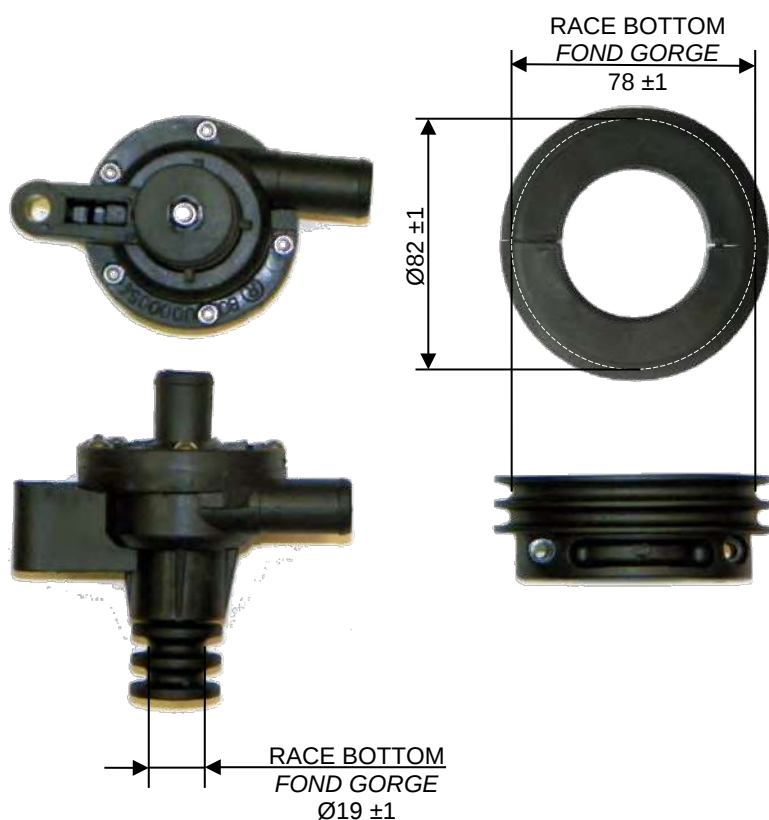
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



RADIATOR AND ITS SUPPORTS RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP GROUPE POMPE A' EAU



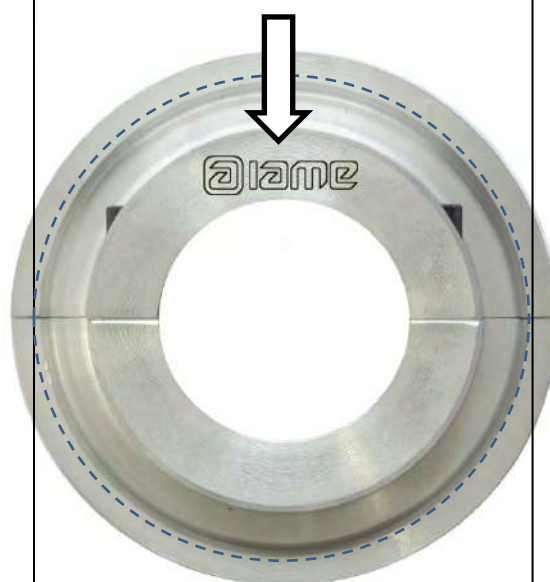
THERMOSTAT



ALTERNATIVE ALTERNATIF

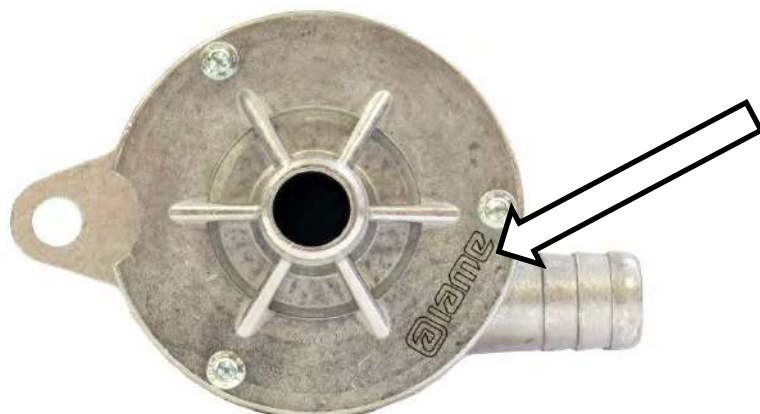


ALTERNATIVE WATER PUMP & PULLEY
 GROUPE POMPE A EAU ET POULIE ALTERNATIF



RACE BOTTOM – FOND GORGE Ø82.5 ±1

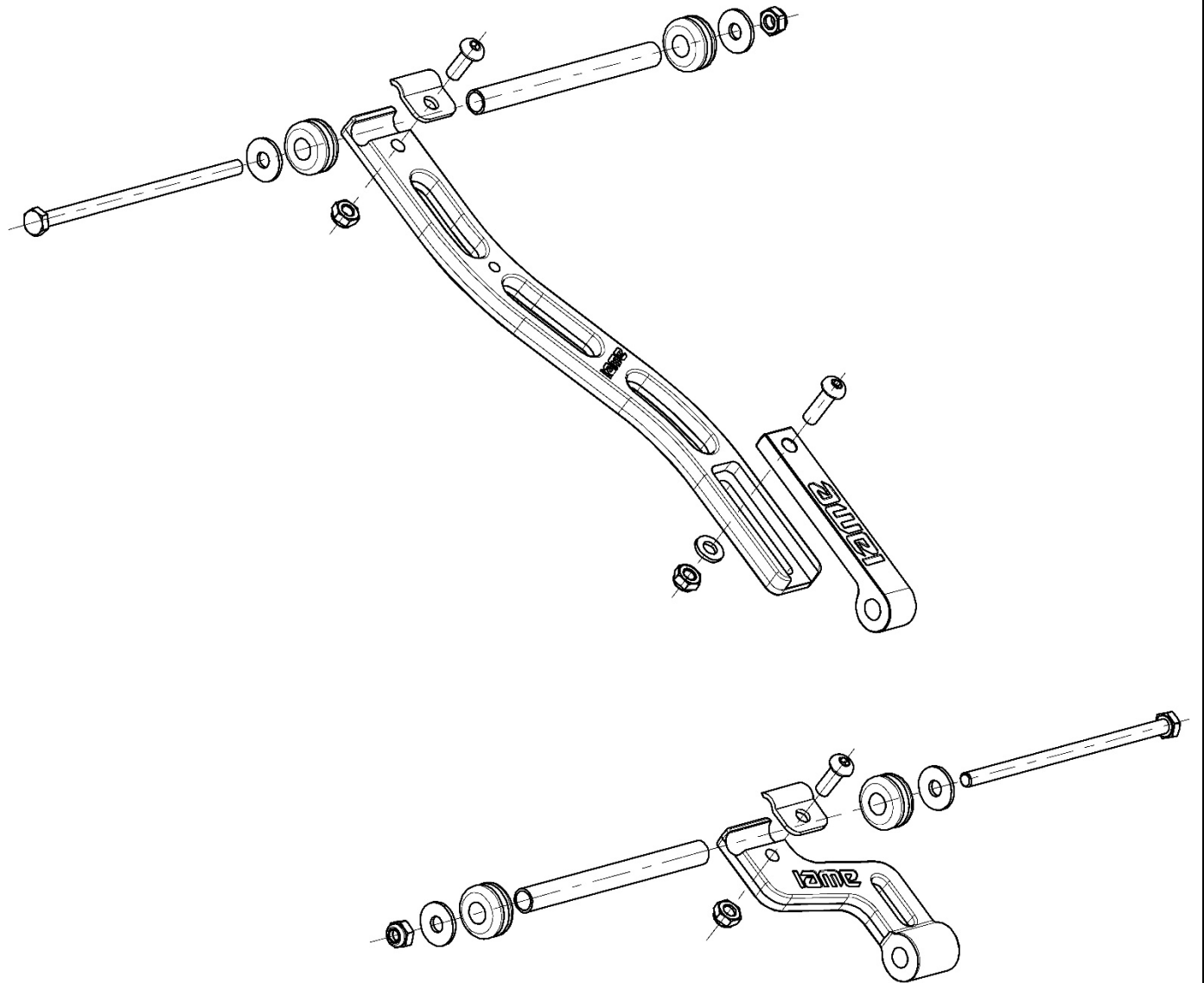
RACE BOTTOM - FOND GORGE
 Ø20 ±1



ALTERNATIVE RADIATOR SUPPORT
SUPPORT ALTERNATIF DU RADIATEUR



ALTERNATIVE COMPLETE RADIATOR SUPPORTS
ENSEMBLE DES SUPPORTS RADIATEUR ALTERNATIF



PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION PISTON

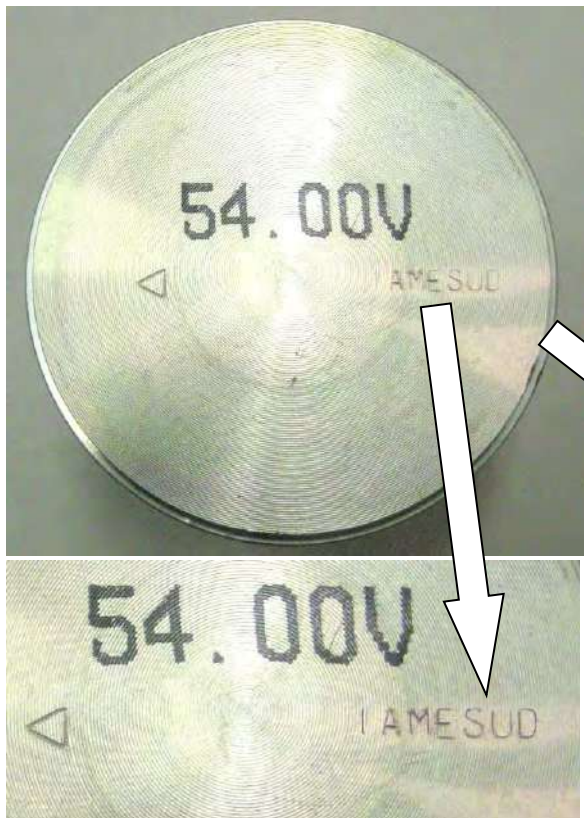
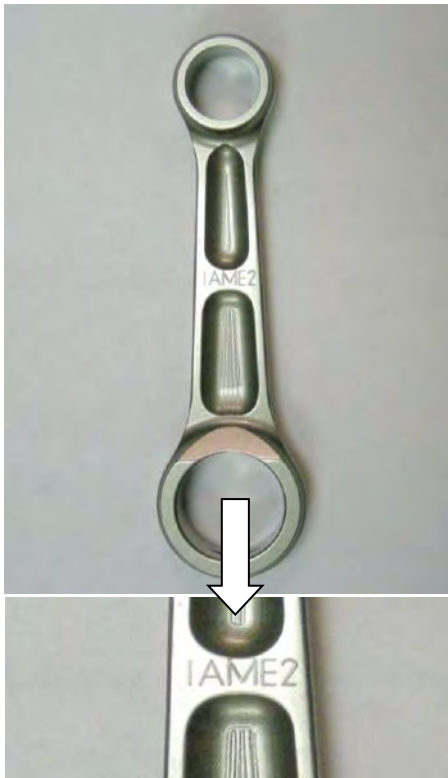
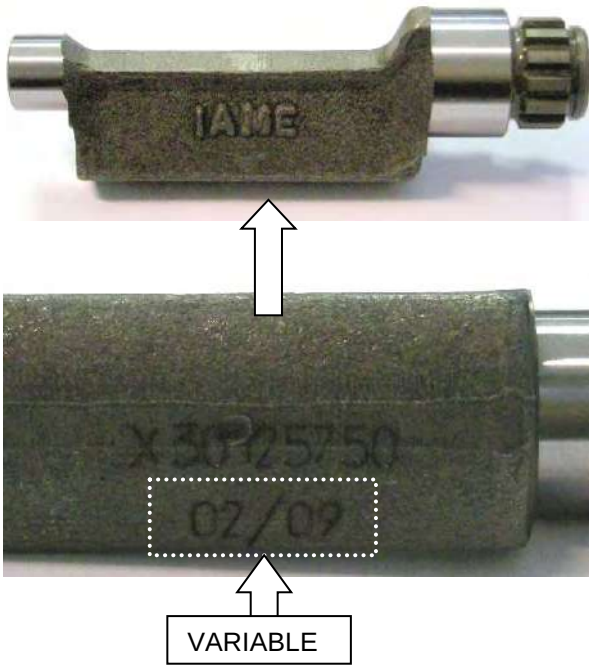


PHOTO IDENTIFICATION CONROD
PHOTO D'IDENTIFICATION BIELLE



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

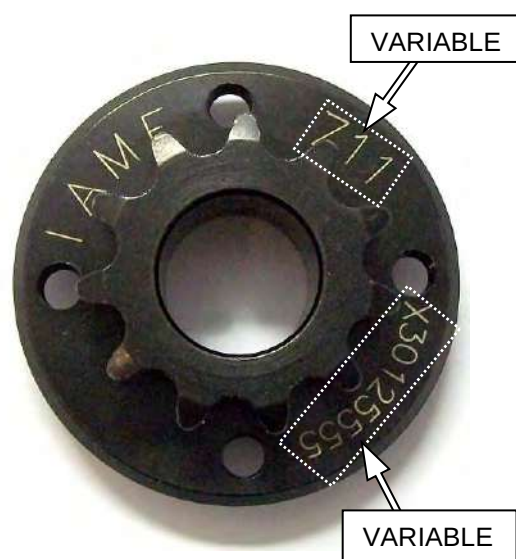
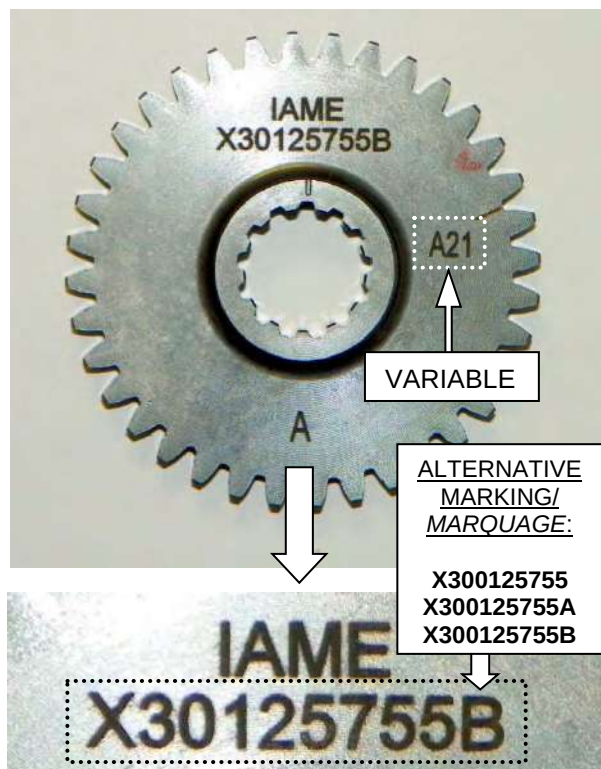


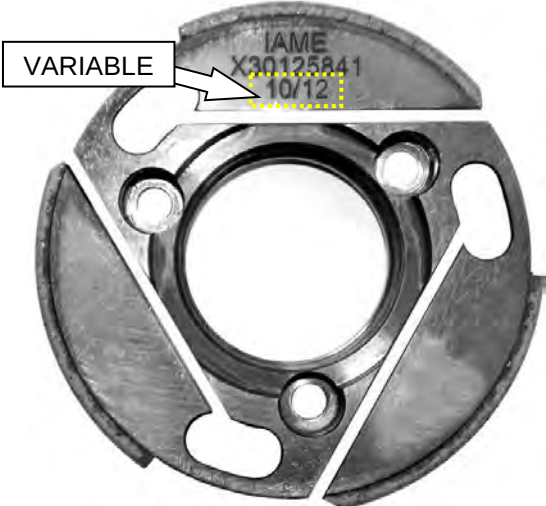
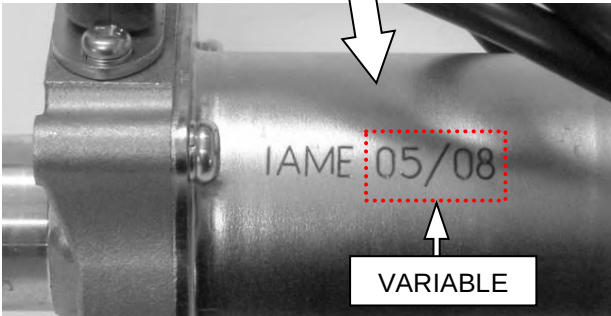
CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN



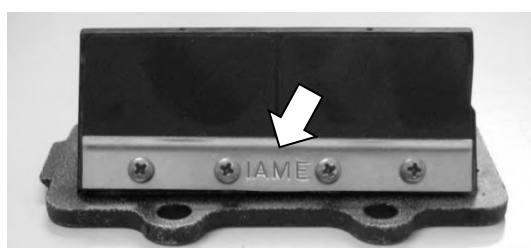
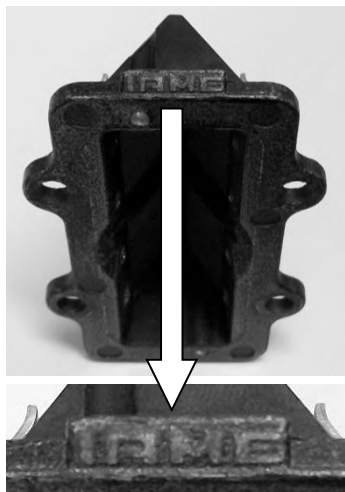
GEAR COMMAND BALANCING SHAFT
IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION
ENGRENAGE ARBRE D'EQUILIBRAGE

SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON

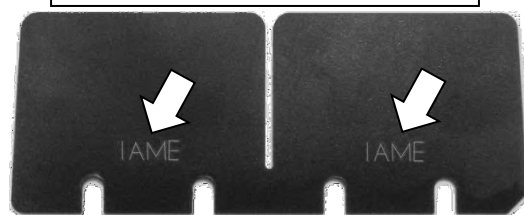


CLUTCH BODY IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DU CORPS DE L'EMBRAYAGE	CLUTCH DRUM IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA CALOTTE
ALTERNATIVE FRICTION MATERIAL MATÉRIAU DE FRICTION ALTERNATIVE  	 
STARTER RING IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA COURONNE DE DEMARRAGE	STARTER IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DU DEMARREUR
 	 

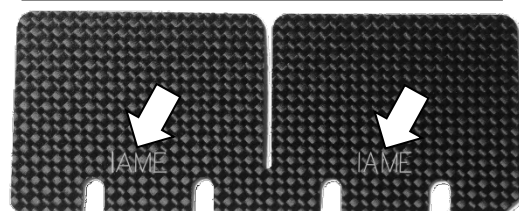
REED GROUP & PETALS IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE



FRONT SIDE
CÔTÉ AVANT

REAR SIDE
CÔTÉ ARRIÈRE

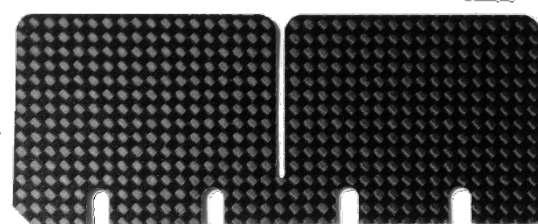
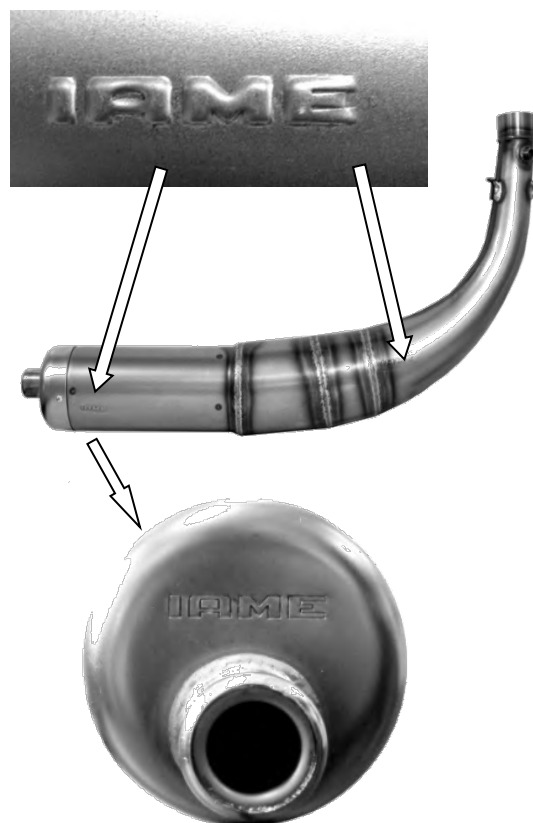
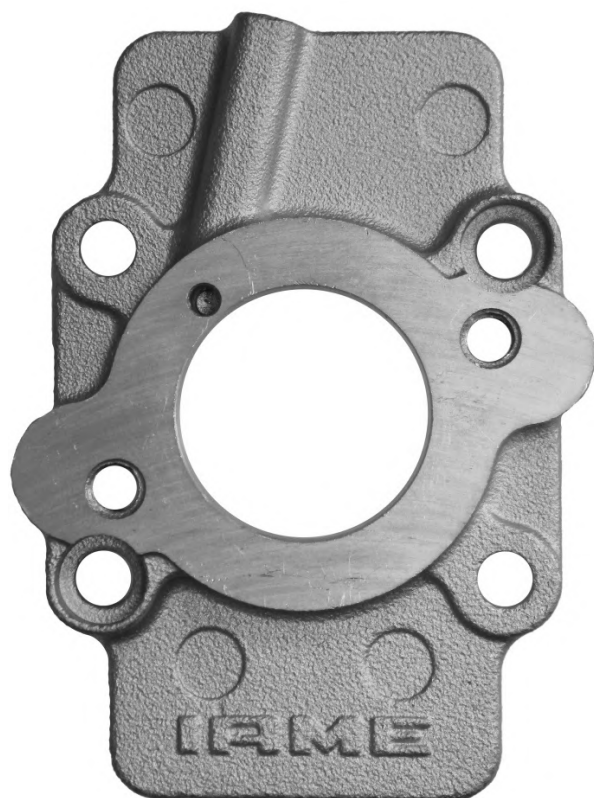
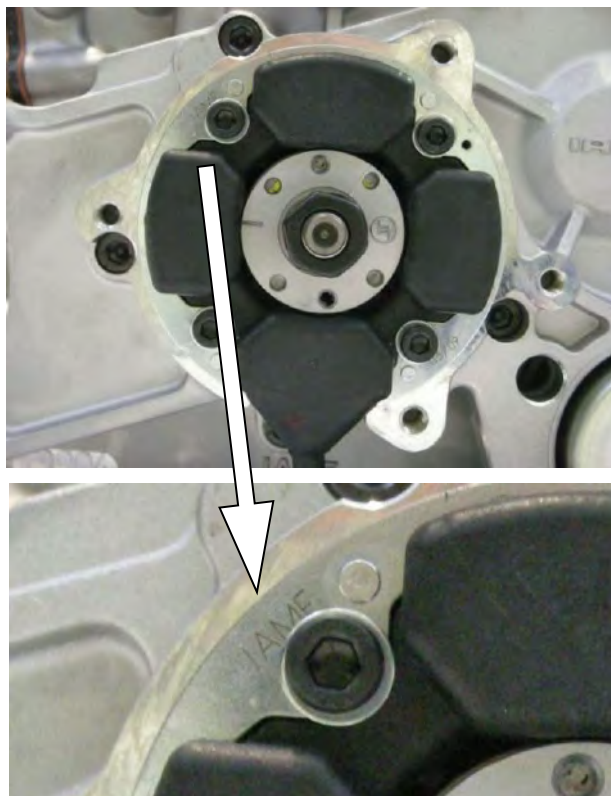


PHOTO IDENTIFICATION CARBURETOR
INLET CONVEYOR
MARQUAGE D'IDENTIFICATION DU
COLLECTEUR D'ADMISSION

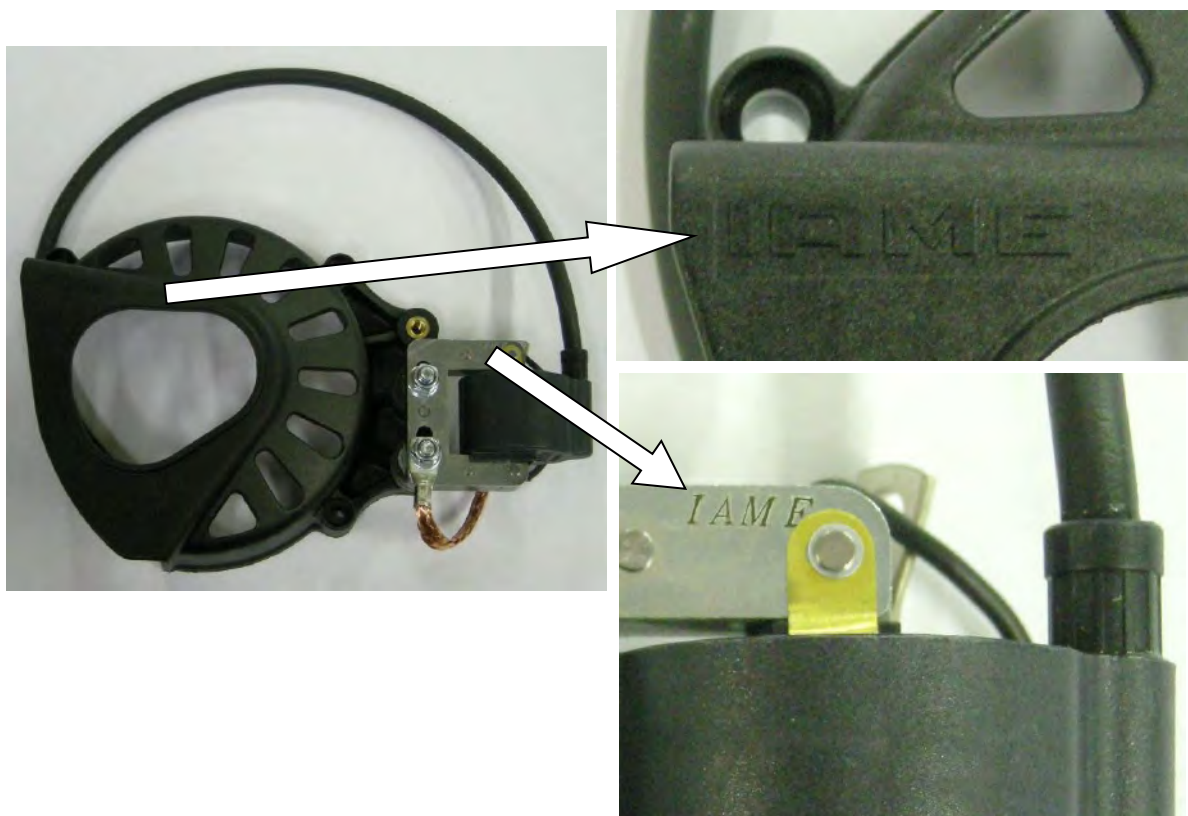
EXHAUST SILENCER IDENTIFICATION
MARKING
MARQUAGE D'IDENTIFICATION
ECHAPPEMENT



STATOR IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU STATOR



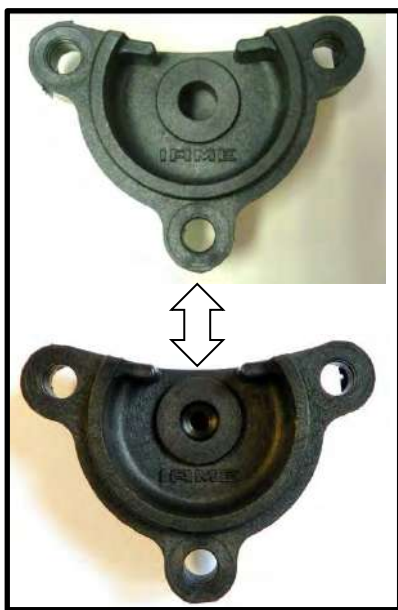
CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING
MARQUAGE DU COUVERCLE D'EMBRAYAGE ET DE LA BOBINE



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



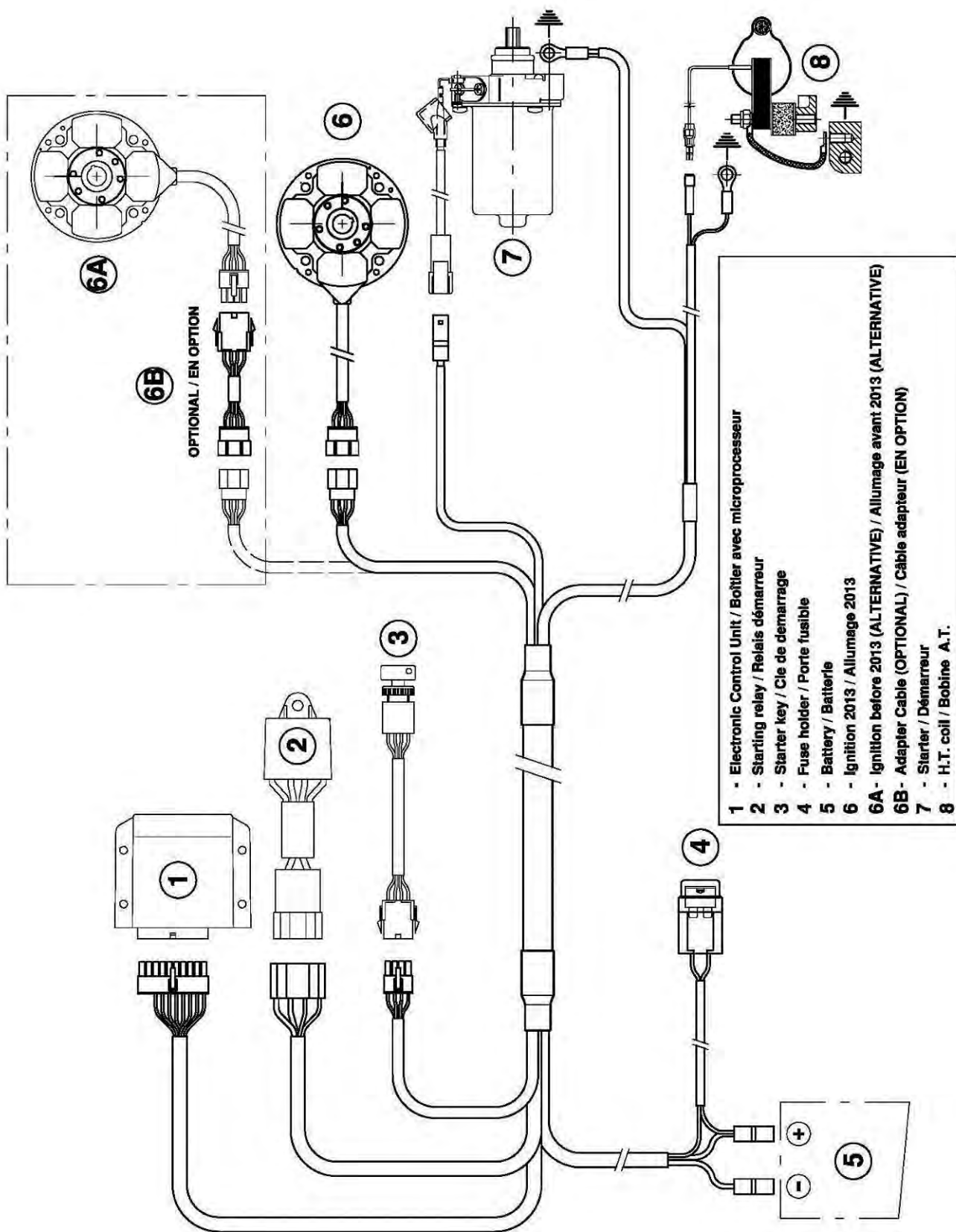
ALTERNATIVE



ALTERNATIVE RADIATOR IDENTIFICATION MARKING
MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR



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



FROM 2014 ON - A PARTIR DE 2014

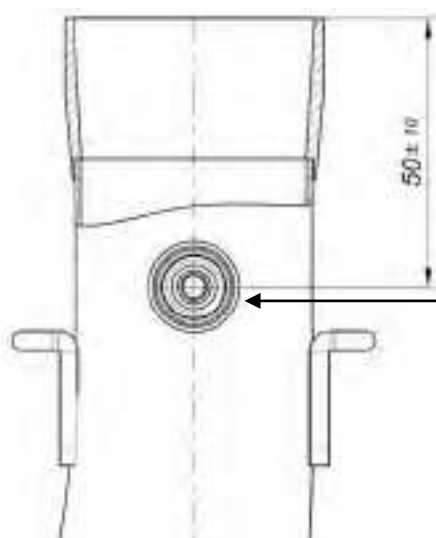
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



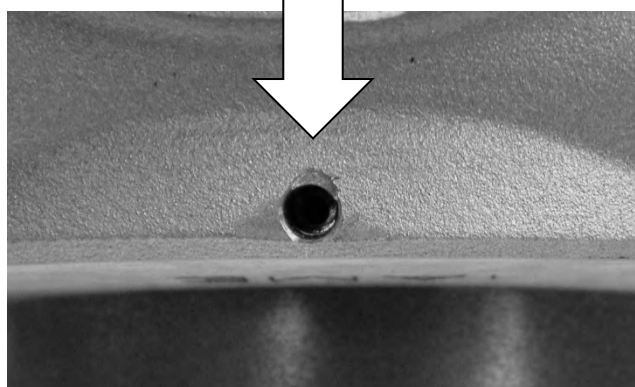
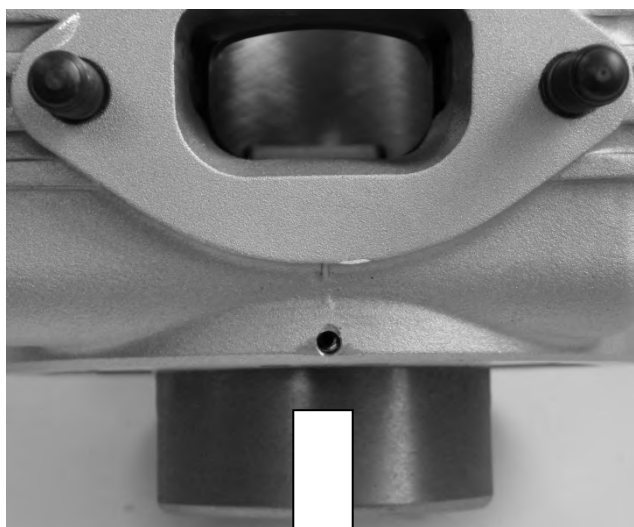
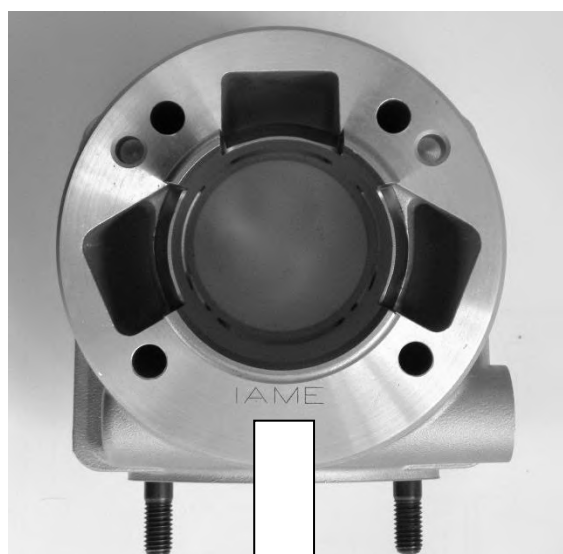
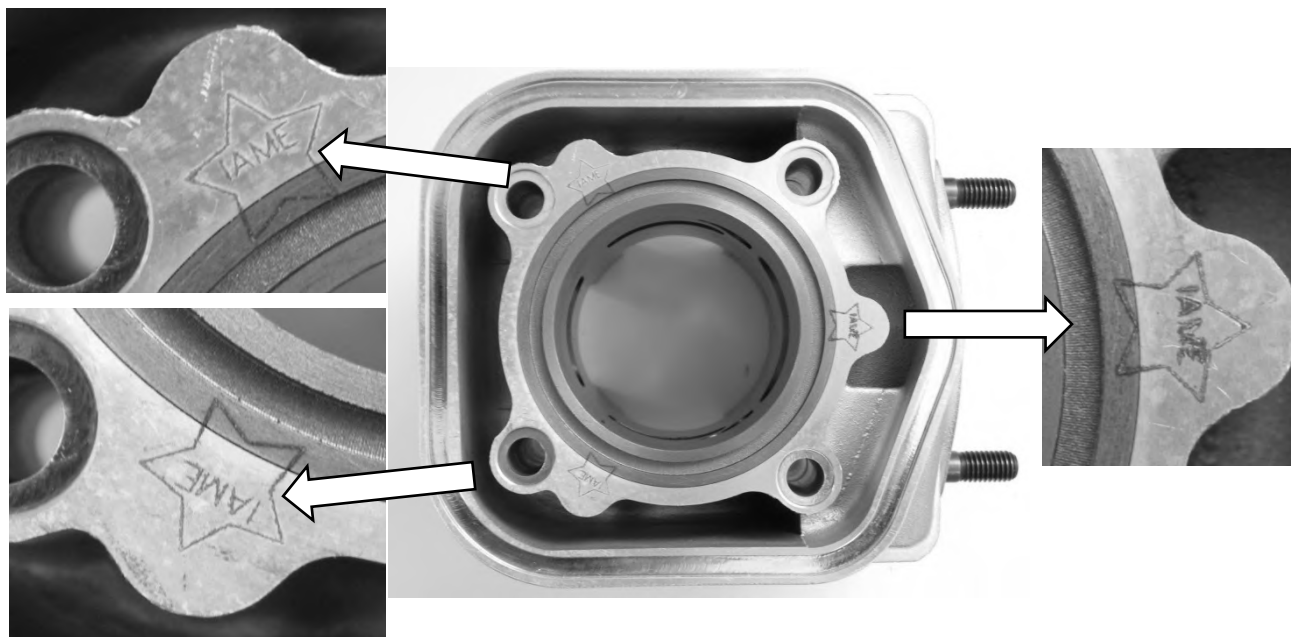
EXHAUST TEMPERATURE SENSOR CAPTEUR DE TEMPERATURE D'ÉCHAPPEMENT



EXHAUST
TEMPERATURE
SENSOR POSITION
(OPTIONAL)

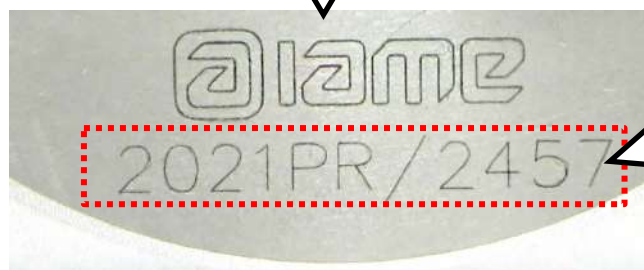
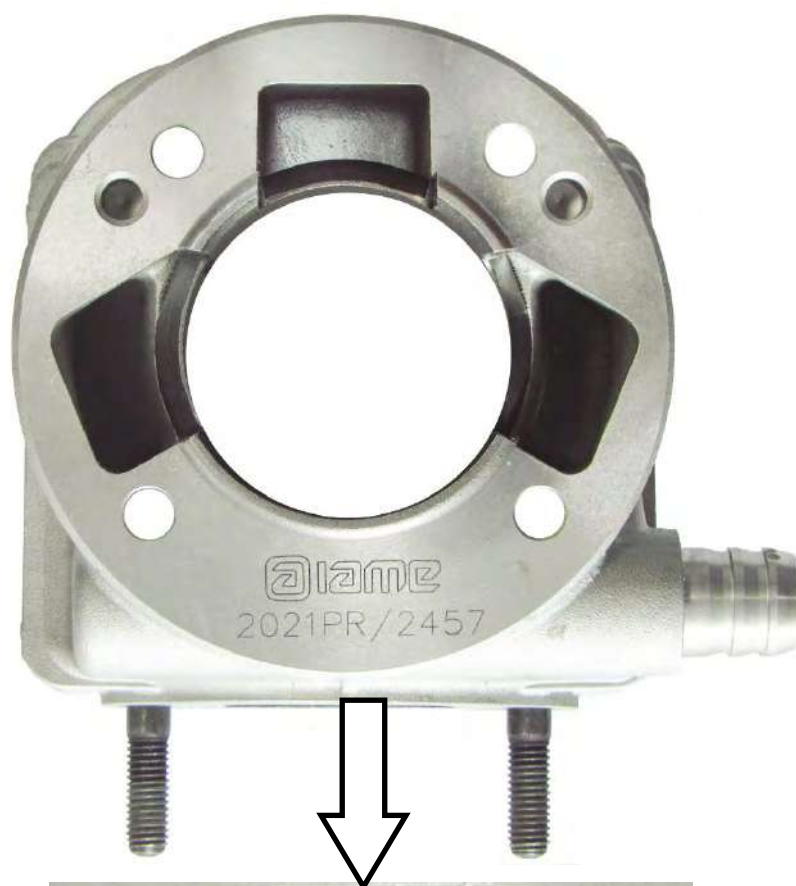
POSITION DU
CAPTEUR
DE TEMPERATURE
D'ÉCHAPPEMENT
(EN OPTION)

CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

ALTERNATIVE

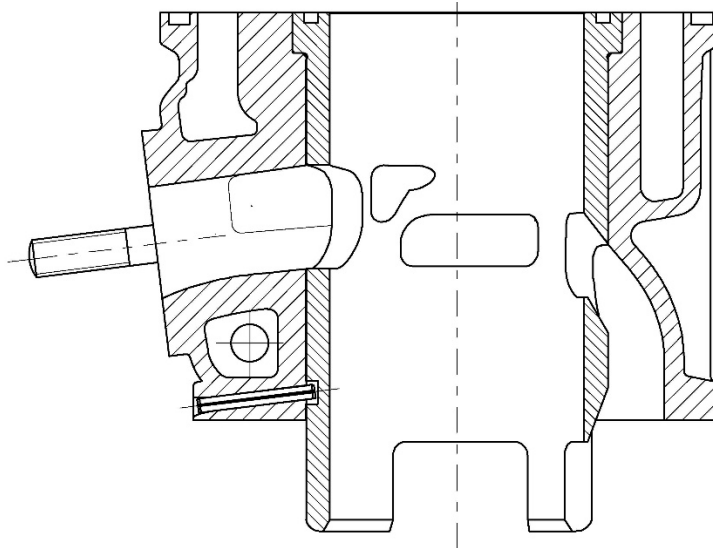


VARIABLE

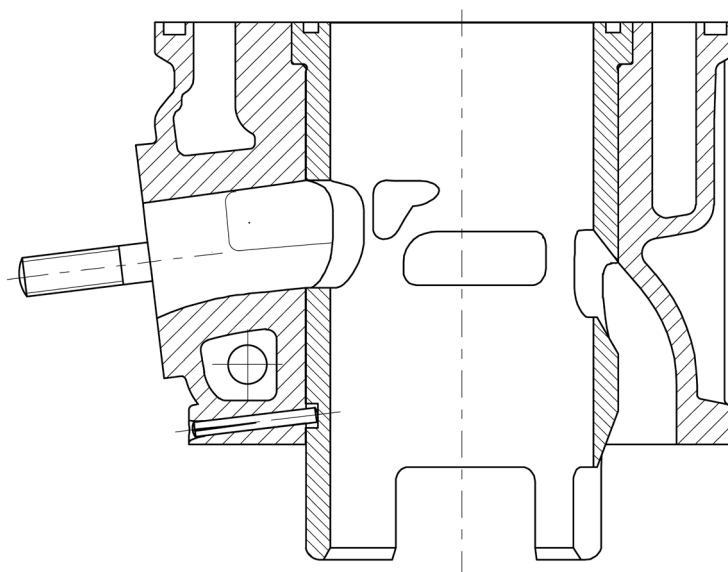
FROM 2025 ON - A PARTIR DE 2025

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)



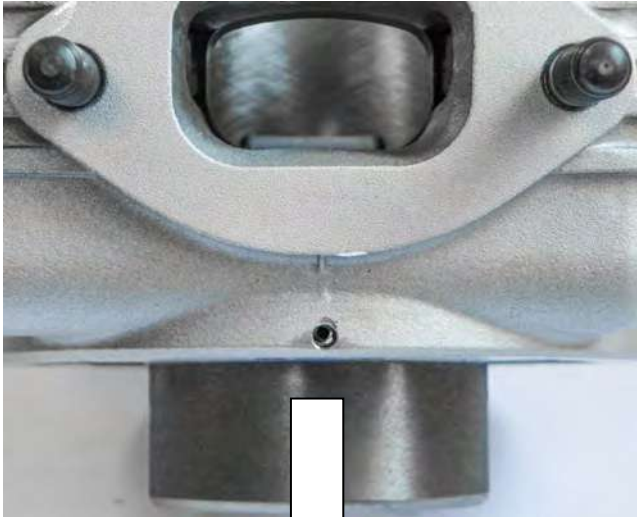
ALTERNATIVE PIN (GROOVED PIN)
GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)



FROM 2025 ON – A' PARTIR DE 2025

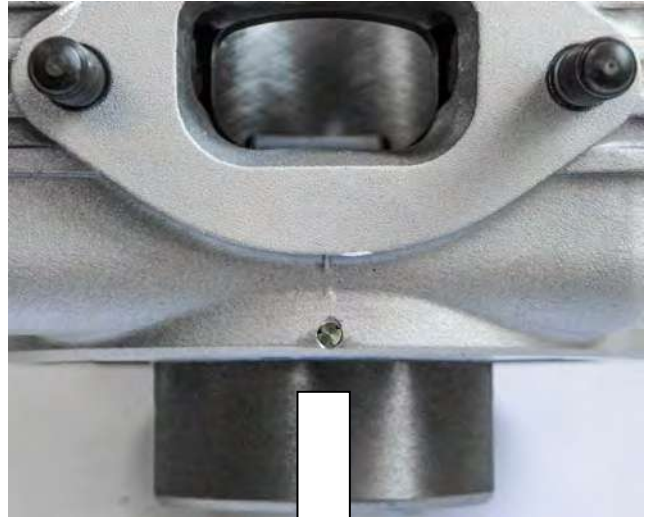
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN
IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF

CURRENT PIN
GOUPILLE COURANTE



SPRING PIN
GOUPILLE À RESORT

ALTERNATIVE PIN
GOUPILLE ALTERNATIF



GROOVED PIN
GOUPILLE CANNELÉE

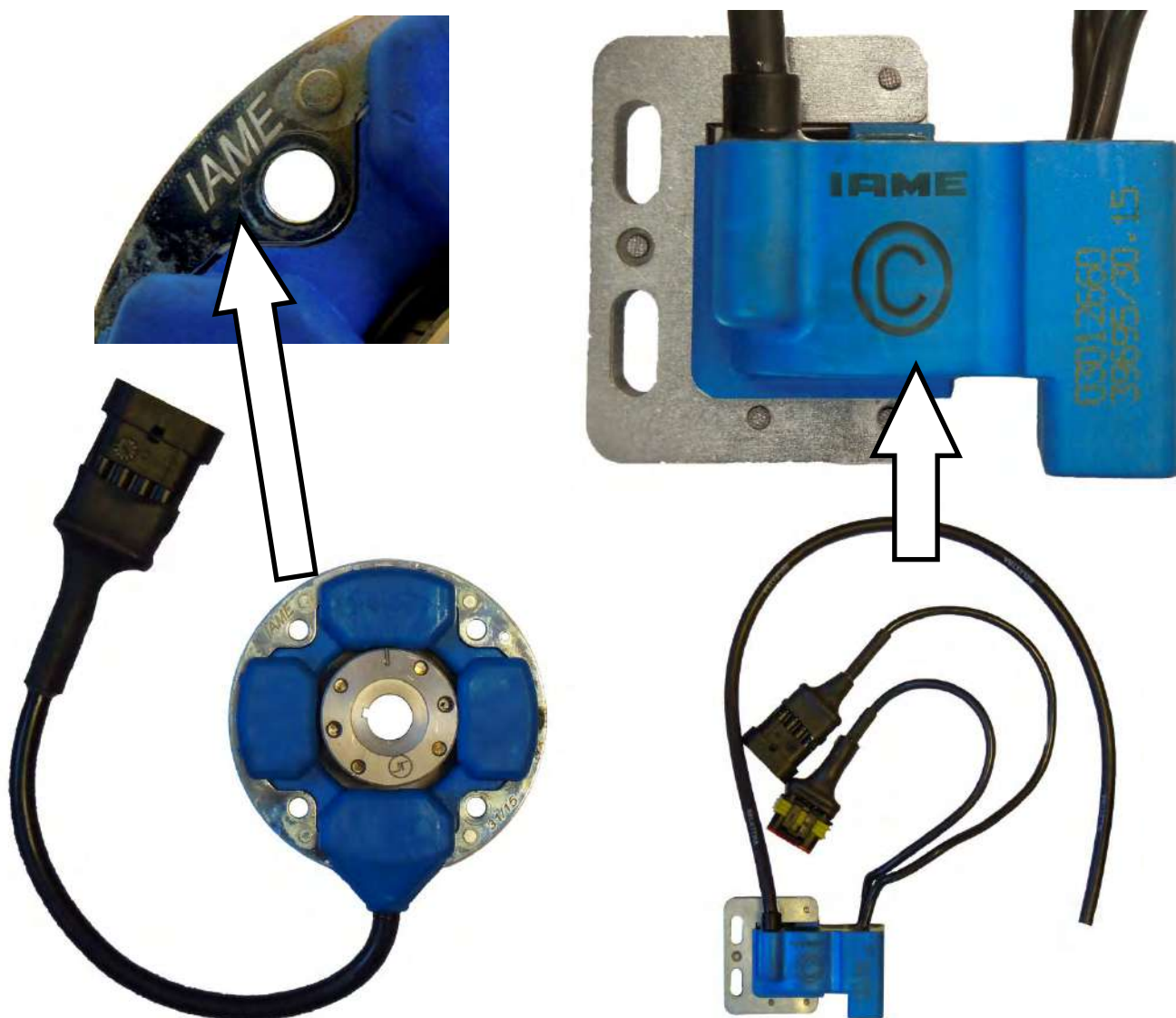
ALTERNATIVE PUSH BUTTONS – START & STOP
BOUTONS ALTERNATIF “START & STOP” DU DEMARREUR



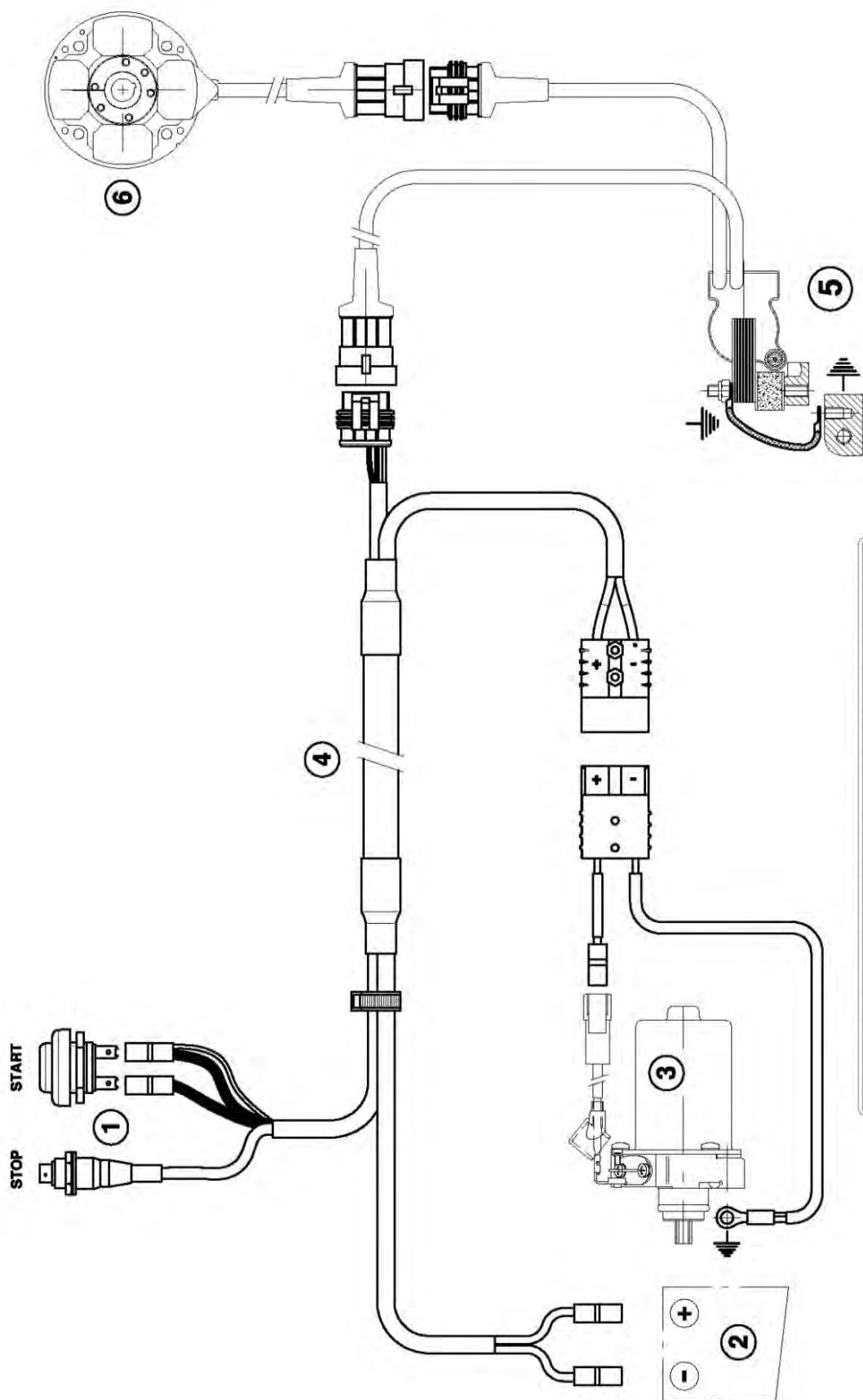
PHOTO COMPLETE ALTERNATIVE WIRING LOOM
 PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



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



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

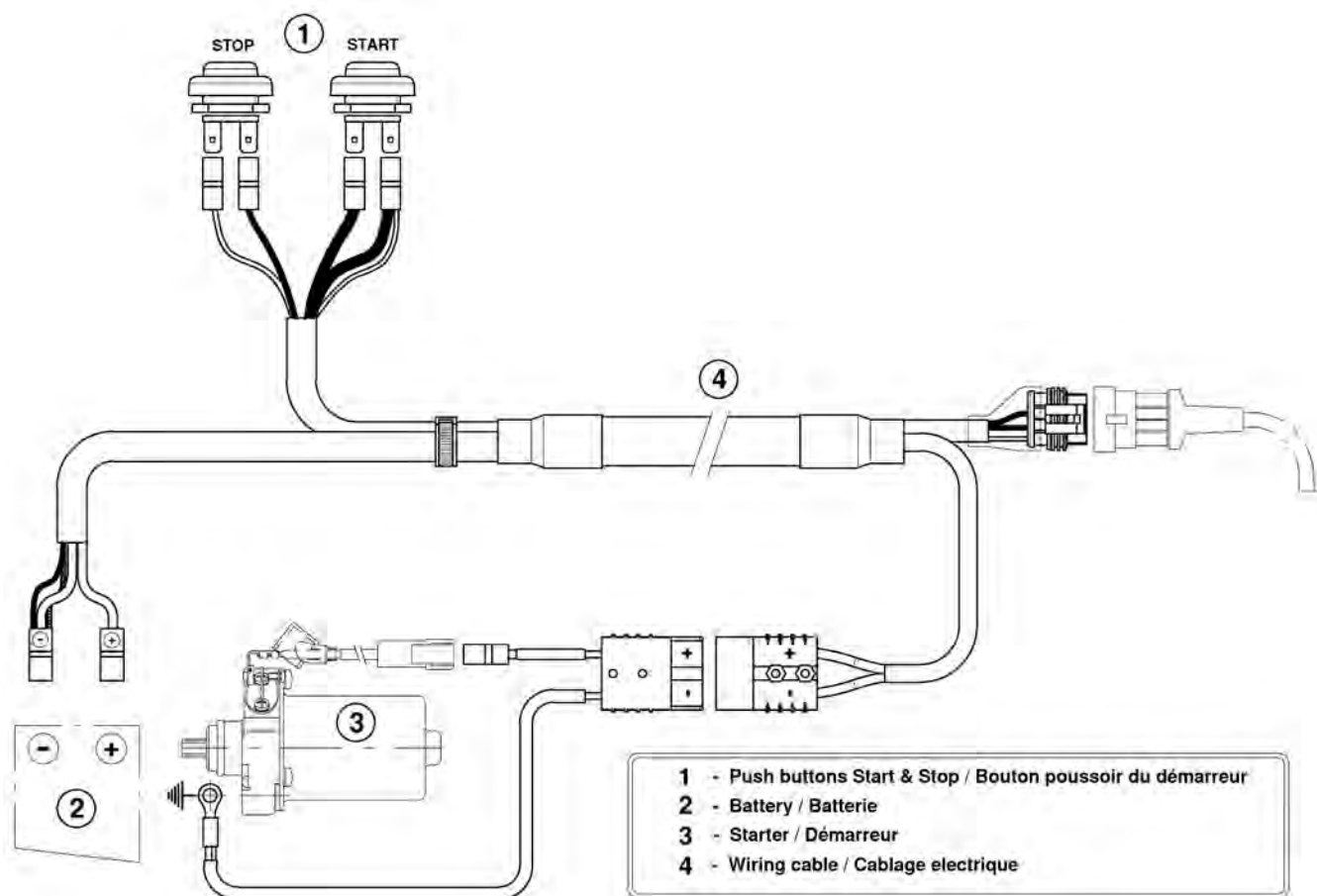


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Démarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit
/ Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

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

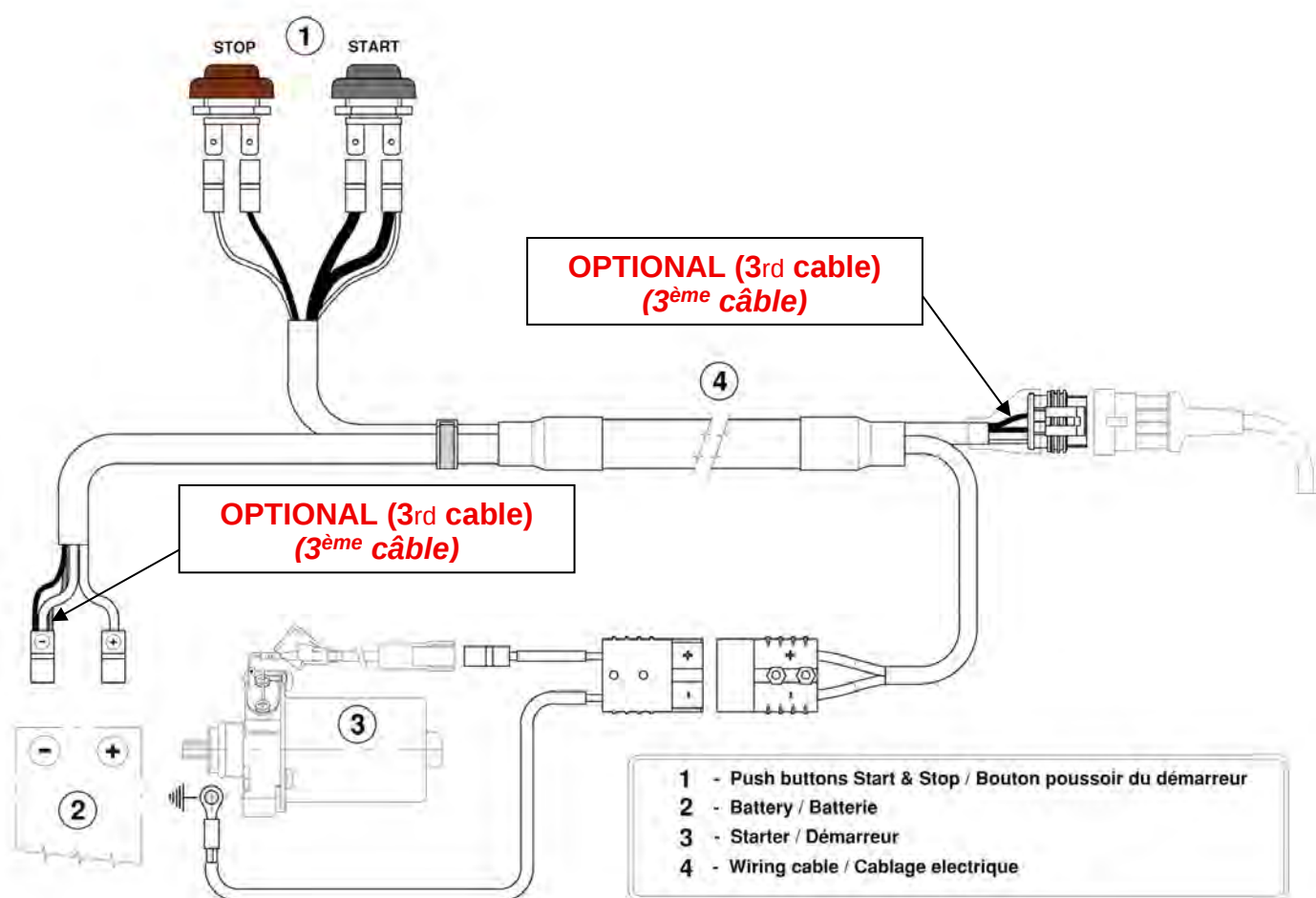
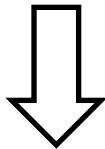
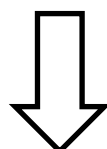


PHOTO IDENTIFICATION REED GROUP
PHOTO IDENTIFICATION BOÎTE À CLAPETS

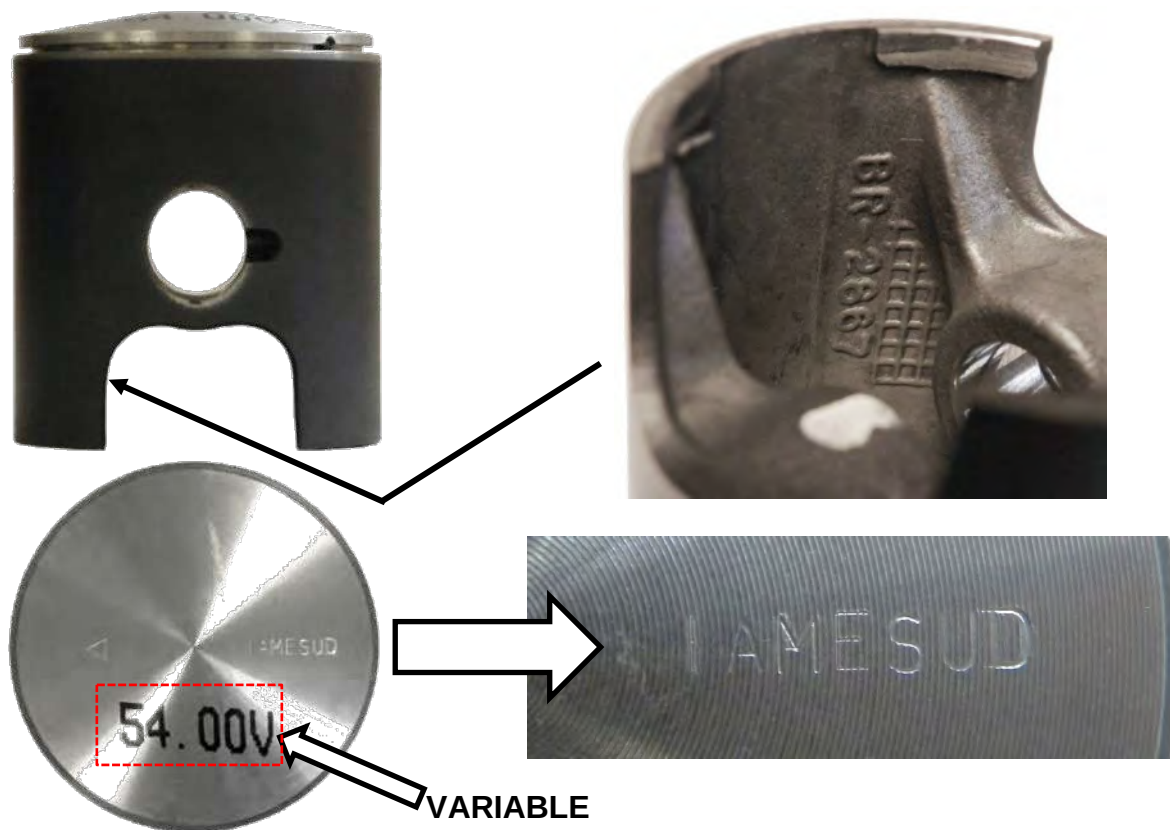
ACTUAL VERSION
VERSION COURANTE



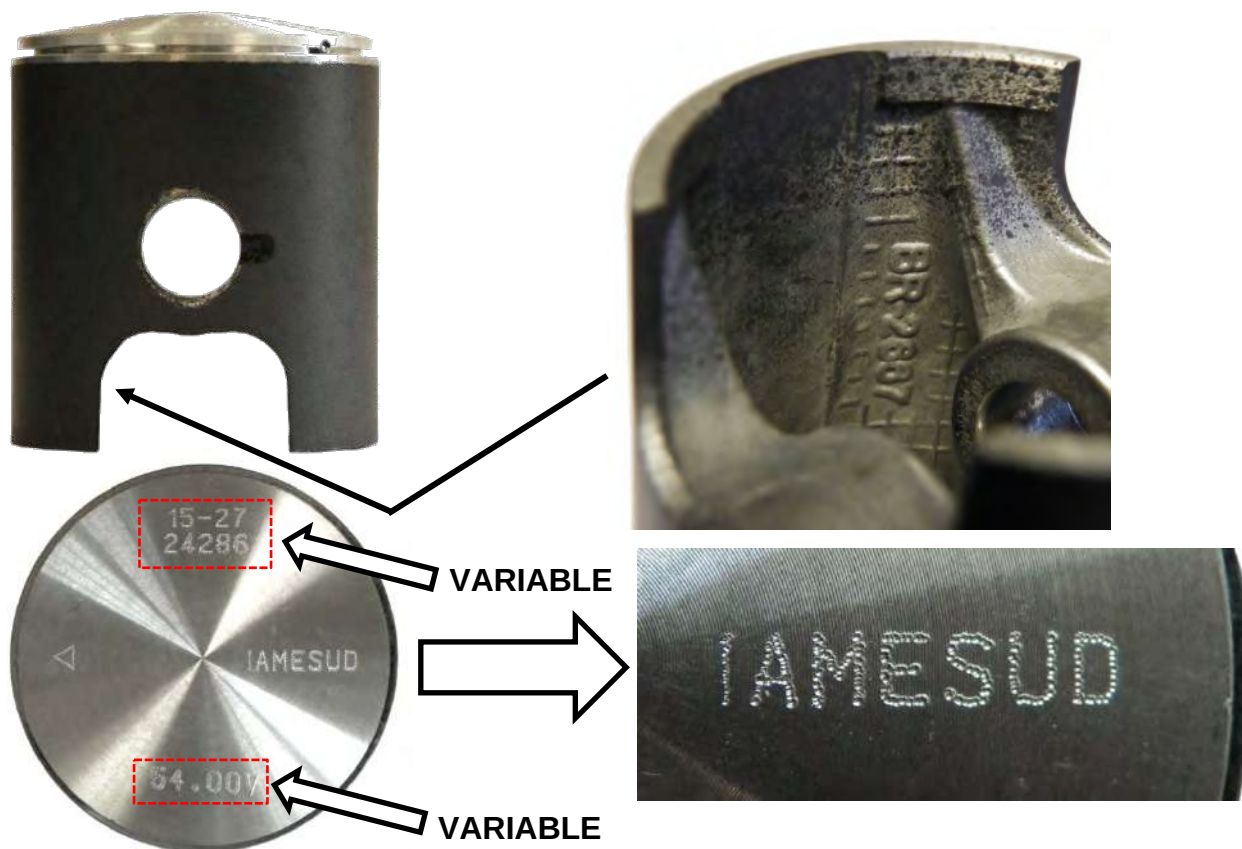
ALTERNATIVE VERSION
VERSION ALTERNATIVE



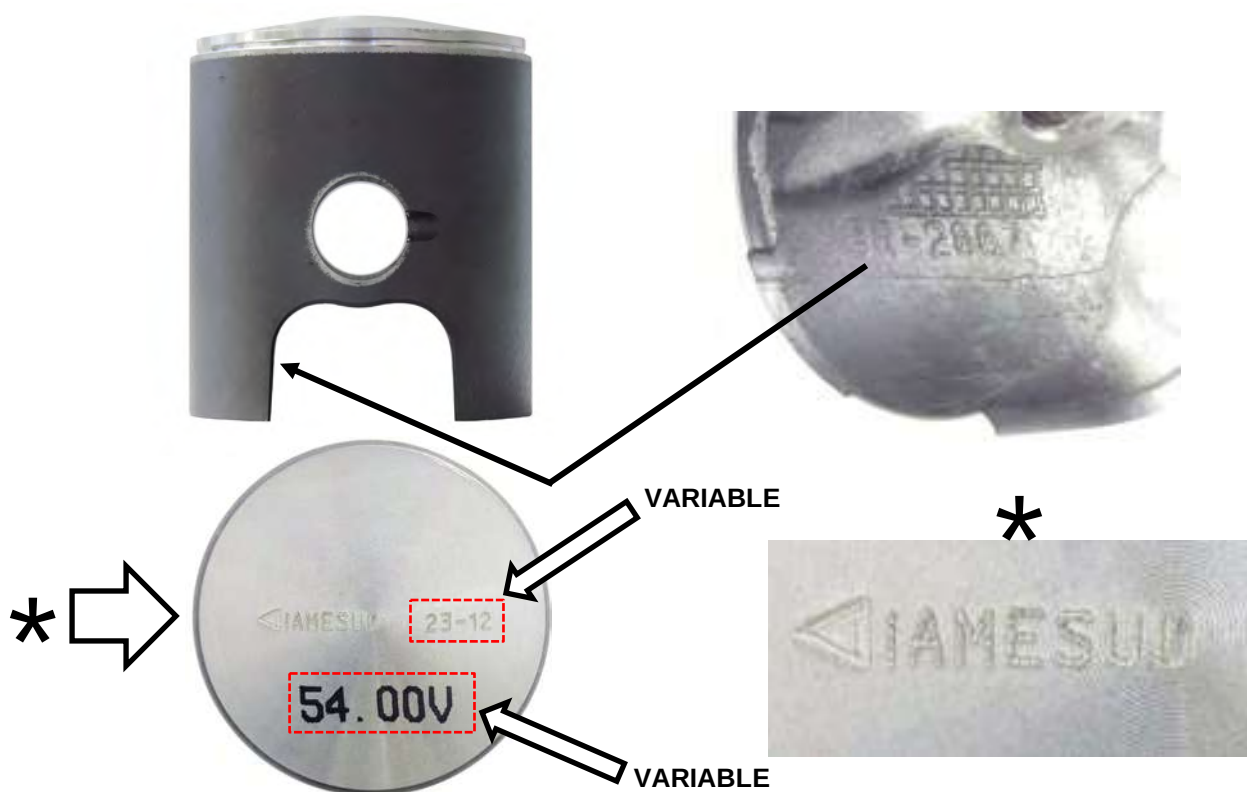
ACTUAL PISTON
PISTON COURANT



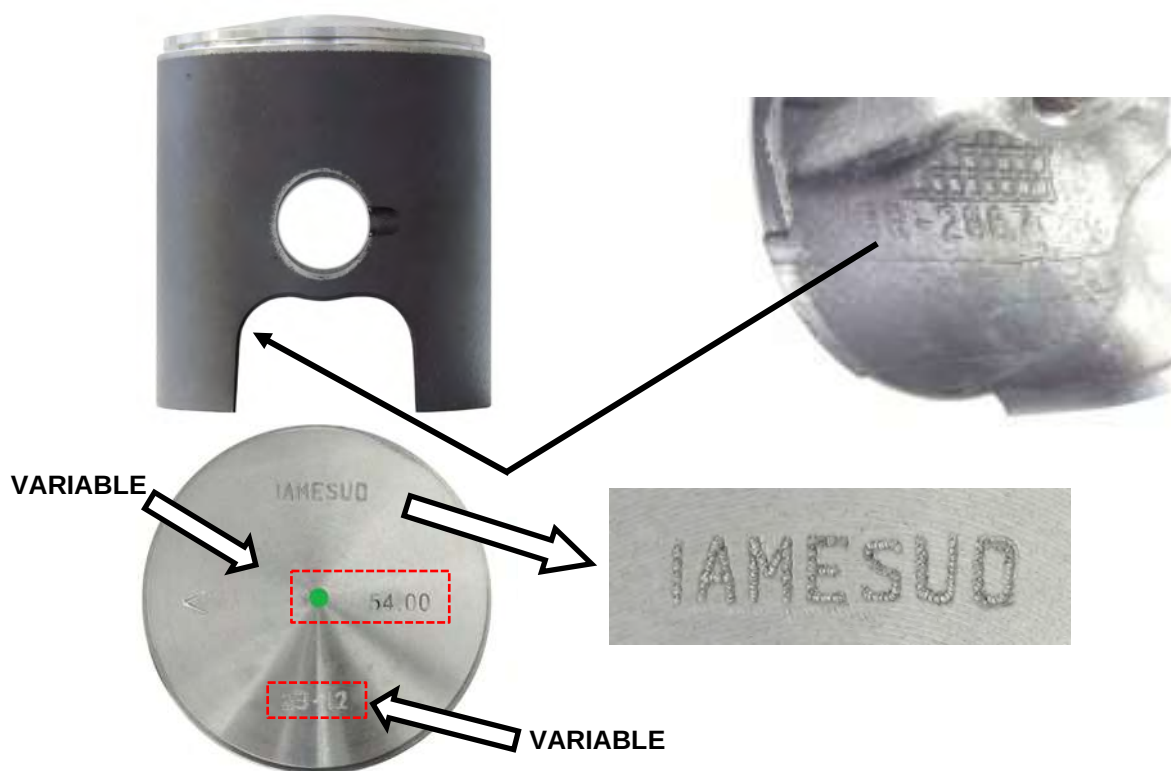
ALTERNATIVE PISTON
PISTON ALTERNATIF



ALTERNATIVE PISTON MARKING
MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE PISTON MARKING
MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE CONROD
 BIELLE ALTERNATIVE

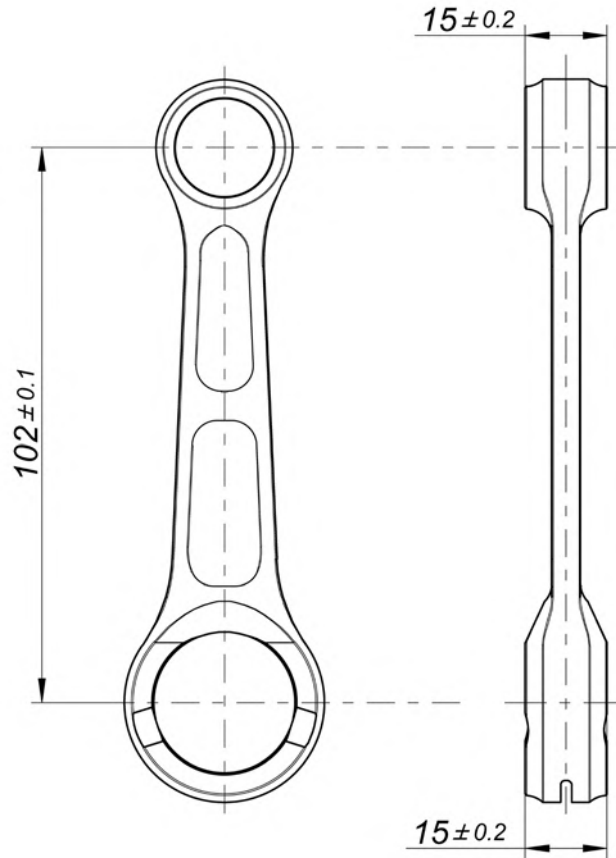
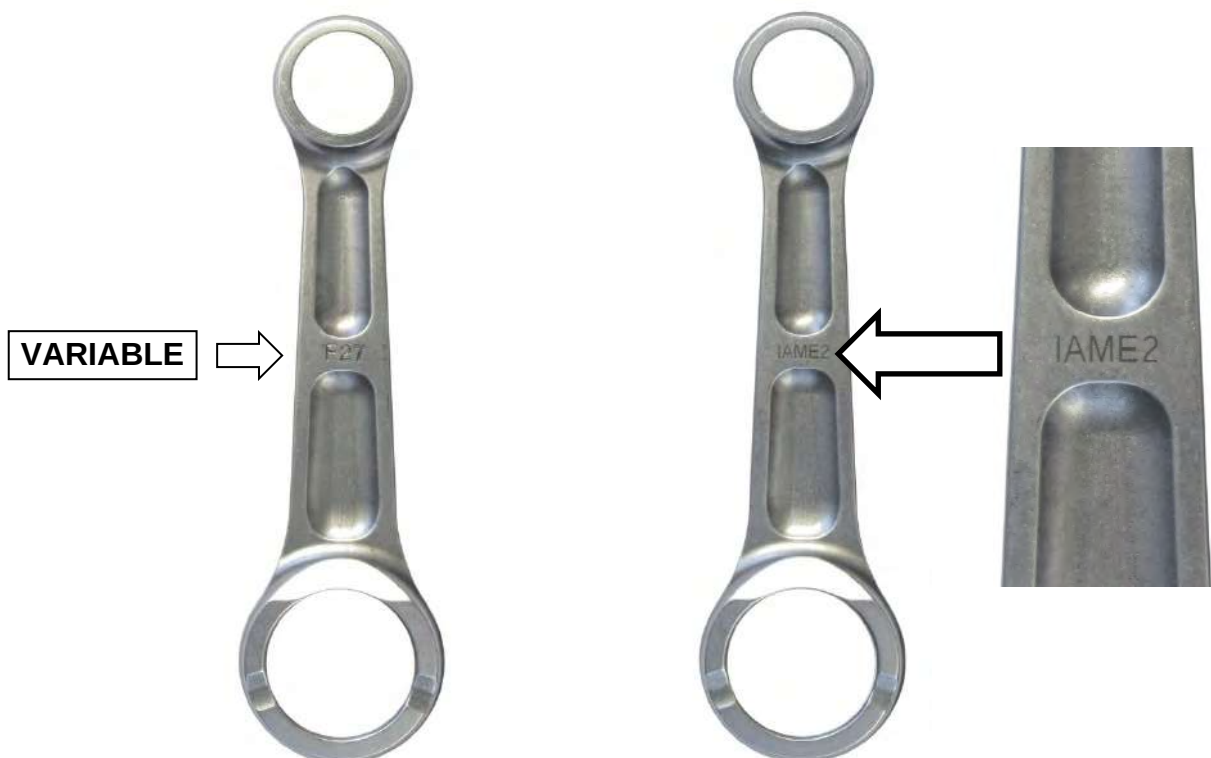


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE
 PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



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 ALTERNATIVES

TYPE 1



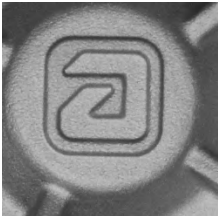
TYPE 2



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

CYLINDER HEAD CULASSE  NEW / NOUVEAU LOGO 	CYLINDER CYLINDRE  NEW / NOUVEAU LOGO 
SEMICARTER TRANSMISSION SIDE DEMI-CARTER CÔTÉ PIGNON  NEW / NOUVEAU LOGO 	SEMICARTER IGNITION SIDE DEMI-CARTER CÔTÉ ALLUMAGE  NEW / NOUVEAU LOGO 

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 RADIATEUR	EXHAUST SILENCER ECHAPPEMENT
NEW / NOUVEAU LOGO 	 NEW / NOUVEAU LOGO   NEW / NOUVEAU LOGO 
	BALANCING SHAFT ARBRE D'EQUILIBRAGE
	NEW / NOUVEAU LOGO  

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

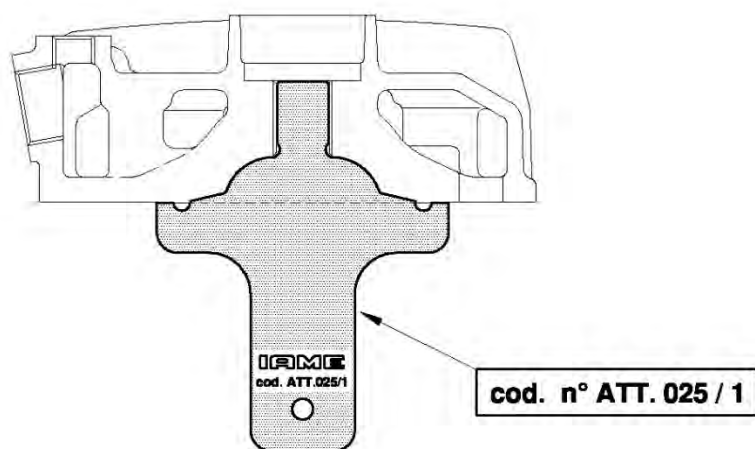
or

iaame

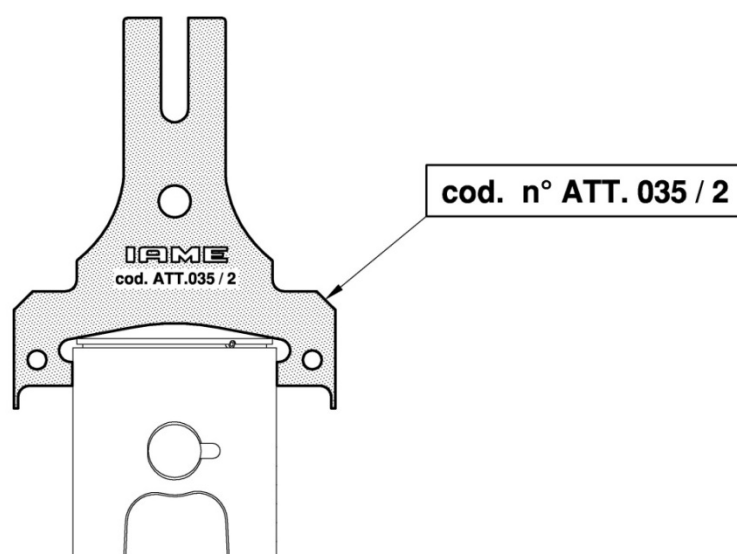
or



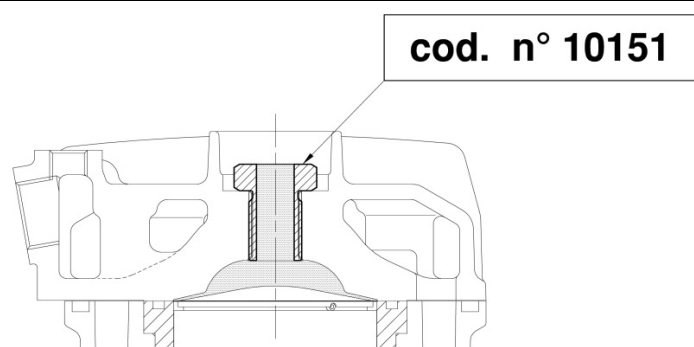
TEMPLATE FOR COMBUSTION CHAMBER SHAPE
GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION



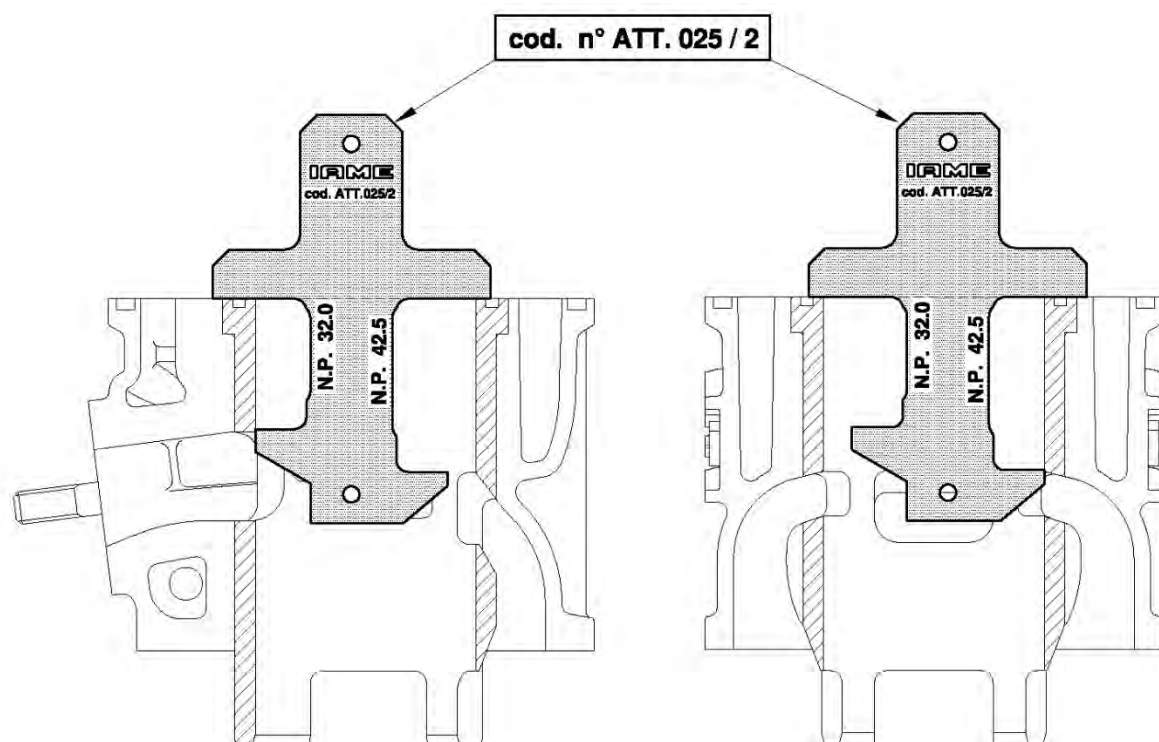
TEMPLATE FOR THE PISTON DOME
GABARIT POUR LE DÔME DU PISTON



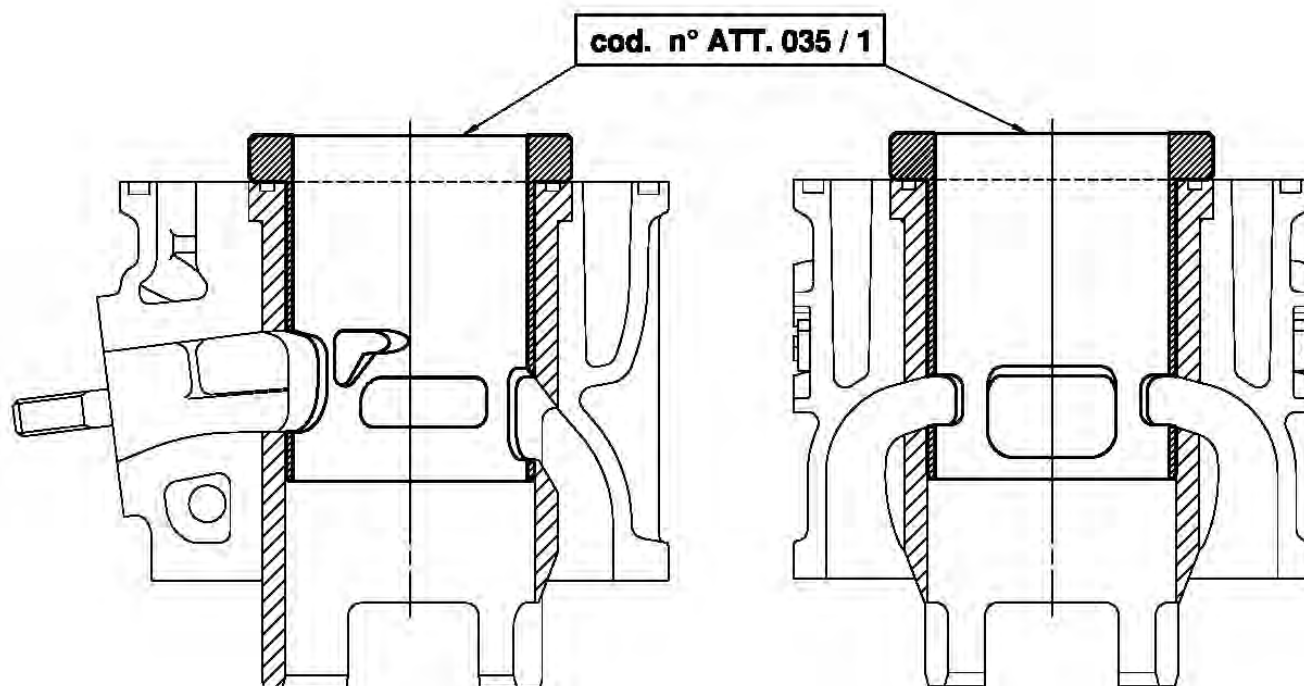
INSERT FOR COMBUSTION CHAMBER VOLUME
INSERT POUR LE VOLUME DE LA CHAMBRE DE COMBUSTION



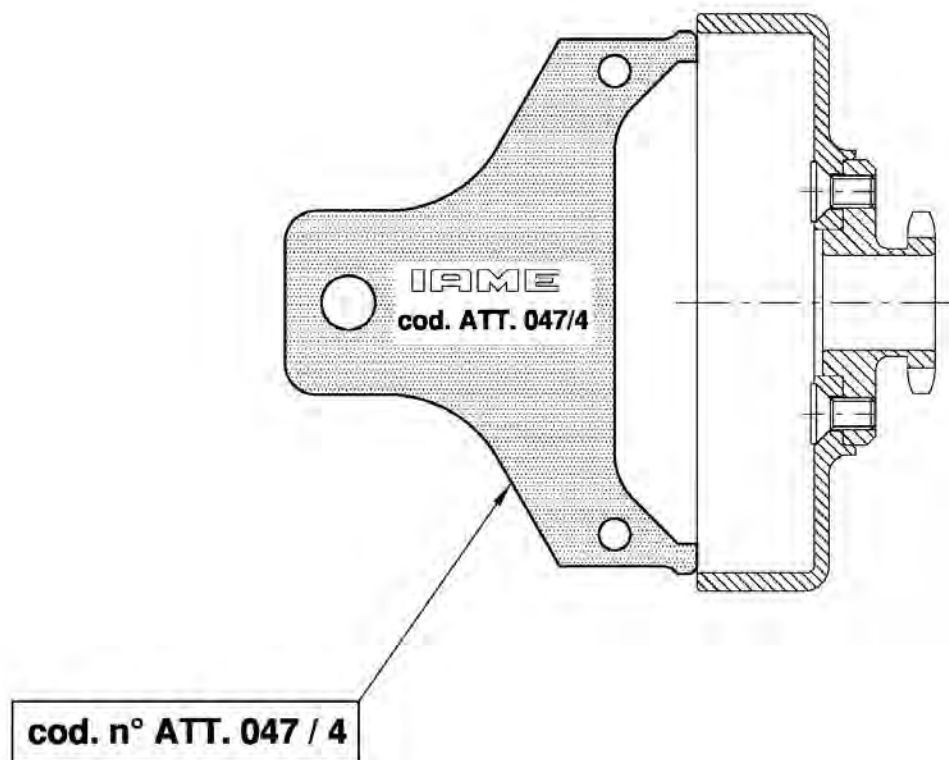
NO GO GAUGE FOR THE HEIGHT OF EXHAUST PORT AND LATERAL TRANSFERS
GABARIT POUR LA HAUTEUR DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX



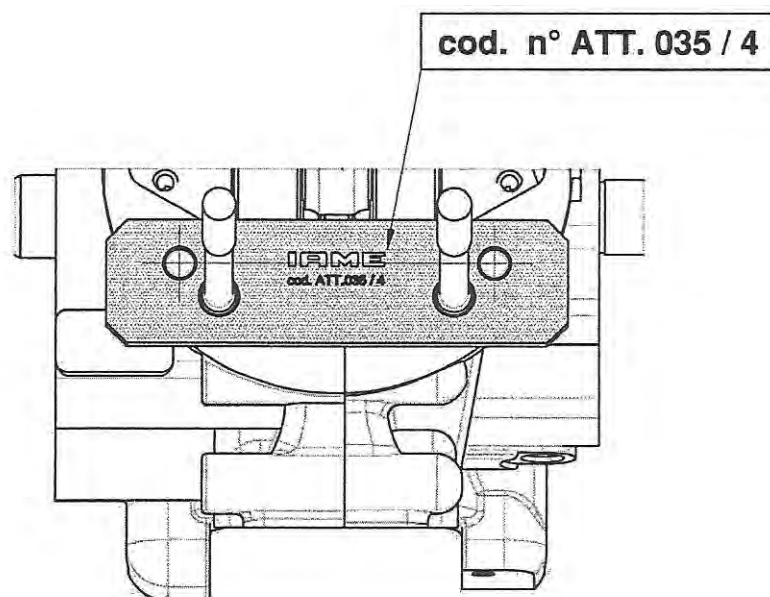
CHECKING TOOL FOR PORTS IN THE CYLINDER LINER
GABARIT POUR LES LUMIÈRES DANS LA CHEMISE DU CYLINDRE



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

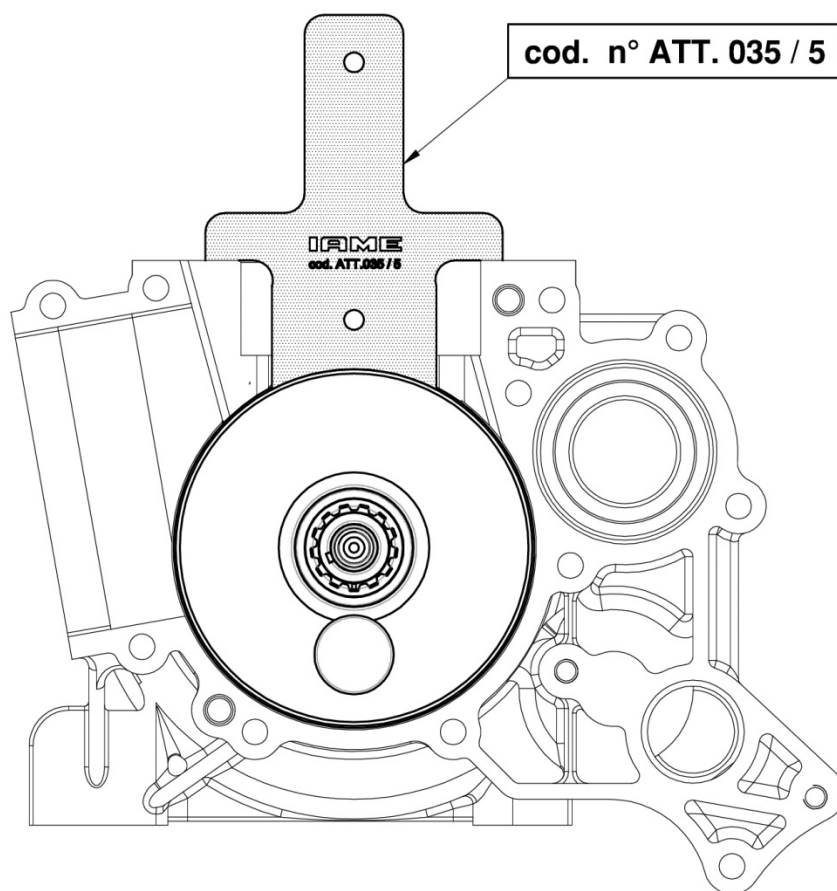


GAUGE FOR THE CYLINDER BASE PLANE ON THE CRANKCASE

It must touch the plane before touching the crankshaft

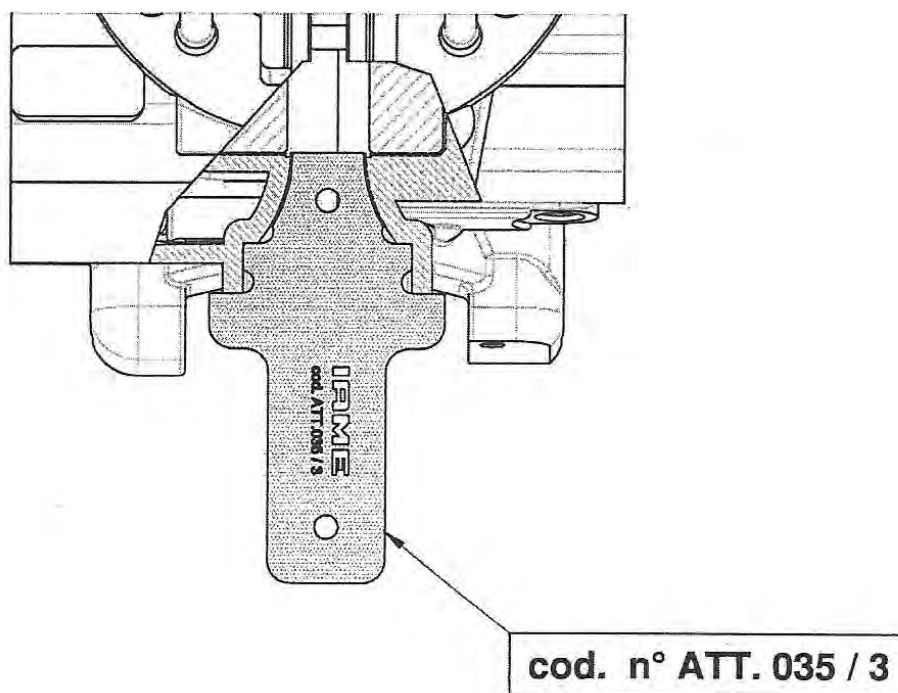
GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER

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

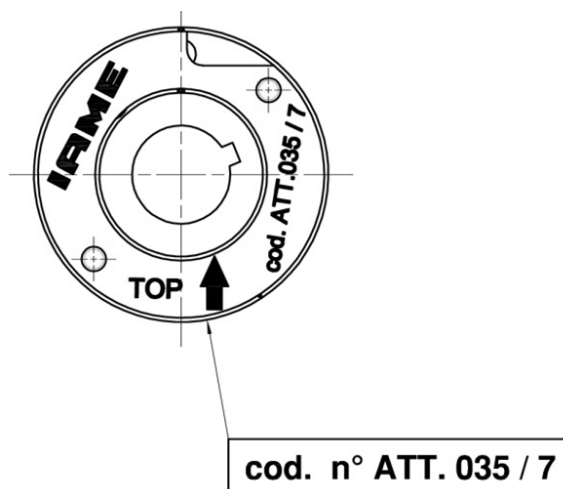


TEMPLATE FOR THE MARKING POSITION ON SELETTA DIGITAL "S" ROTOR

OK when the marking is hidden by the template

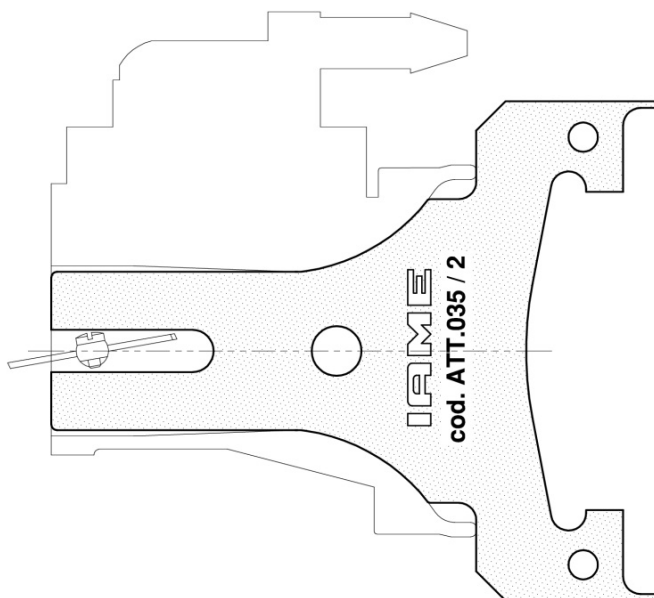
GABARIT POUR LA LE MARQUAGE DE PHASE SUR LE ROTOR SELETTA DIGITAL "S"

OK si le marquage est couvert par le gabarit



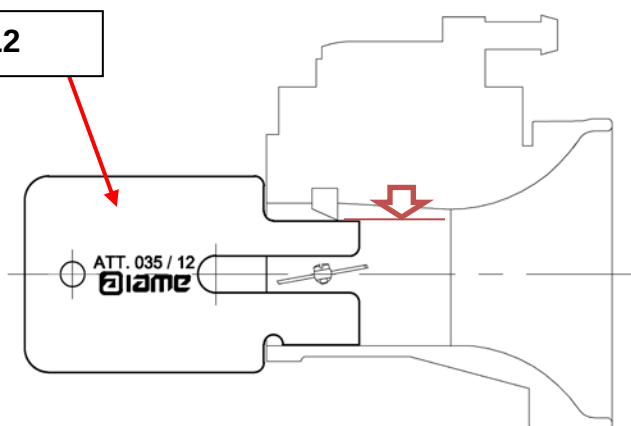
TEMPLATE FOR THE VENTURI SHAPE OF TILLOTSON HW-27A CARBURETTOR

GABARIT POUR LE VENTURI DU CARBURATEUR TILLOTSON HW-27A



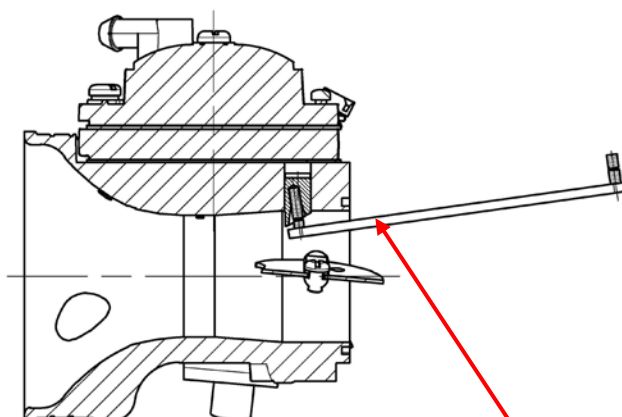
GAUGE FOR THE HEIGHT OF THE ATOMISER – IT MUST ENTER
GABARIT POUR LA HAUTEUR DU PULVERISATEUR - IL DOIT ENTRER

ATT.035 / 12



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

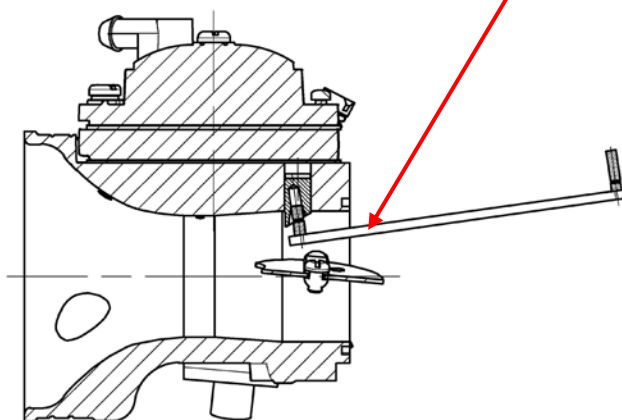
GO Side – must enter
 Côté GO – doit entrer



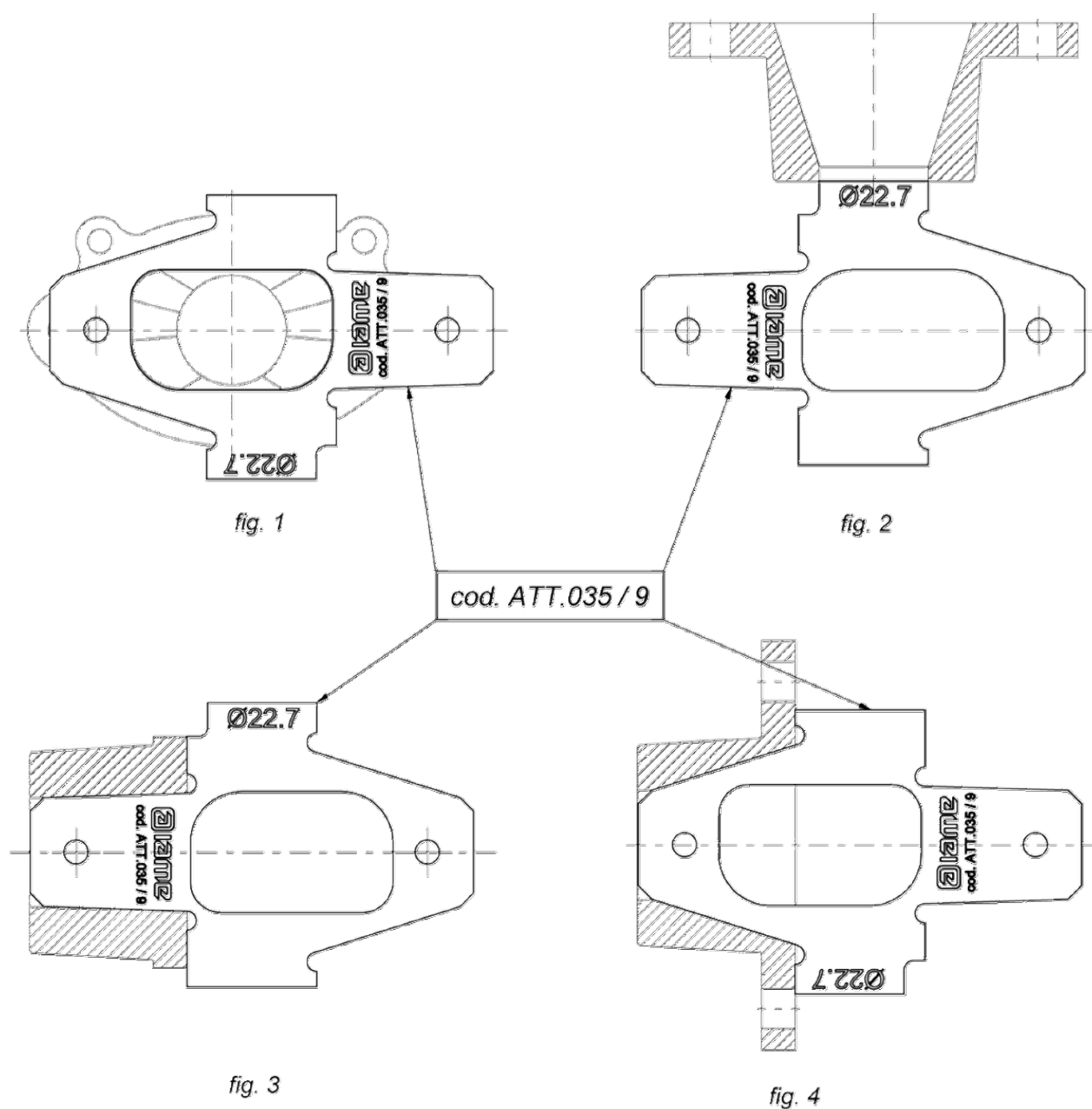
NO GO Side – must not enter
 Côté NO GO – ne doit pas entrer



ATT.035 / 19



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