
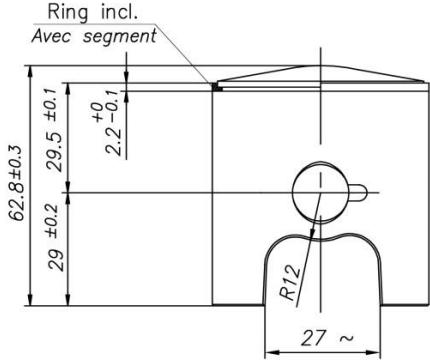
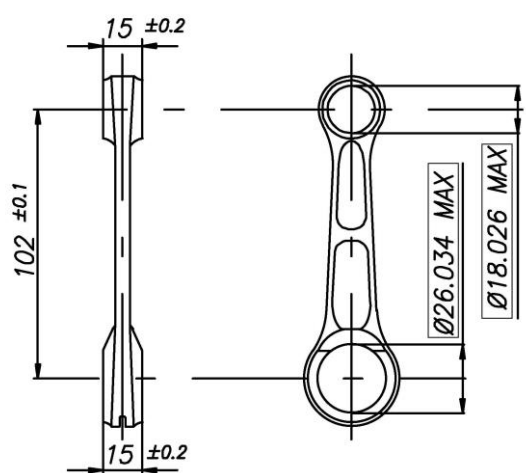
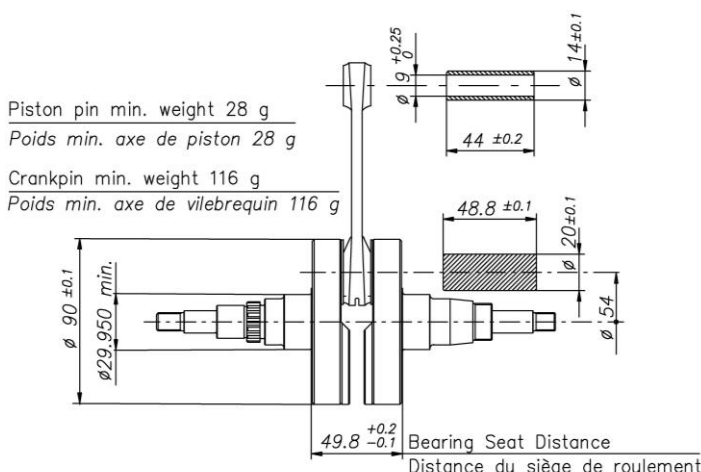
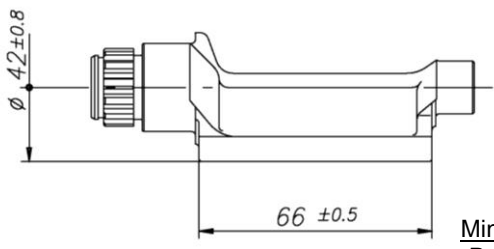
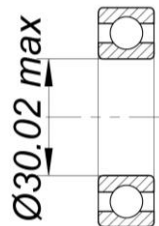
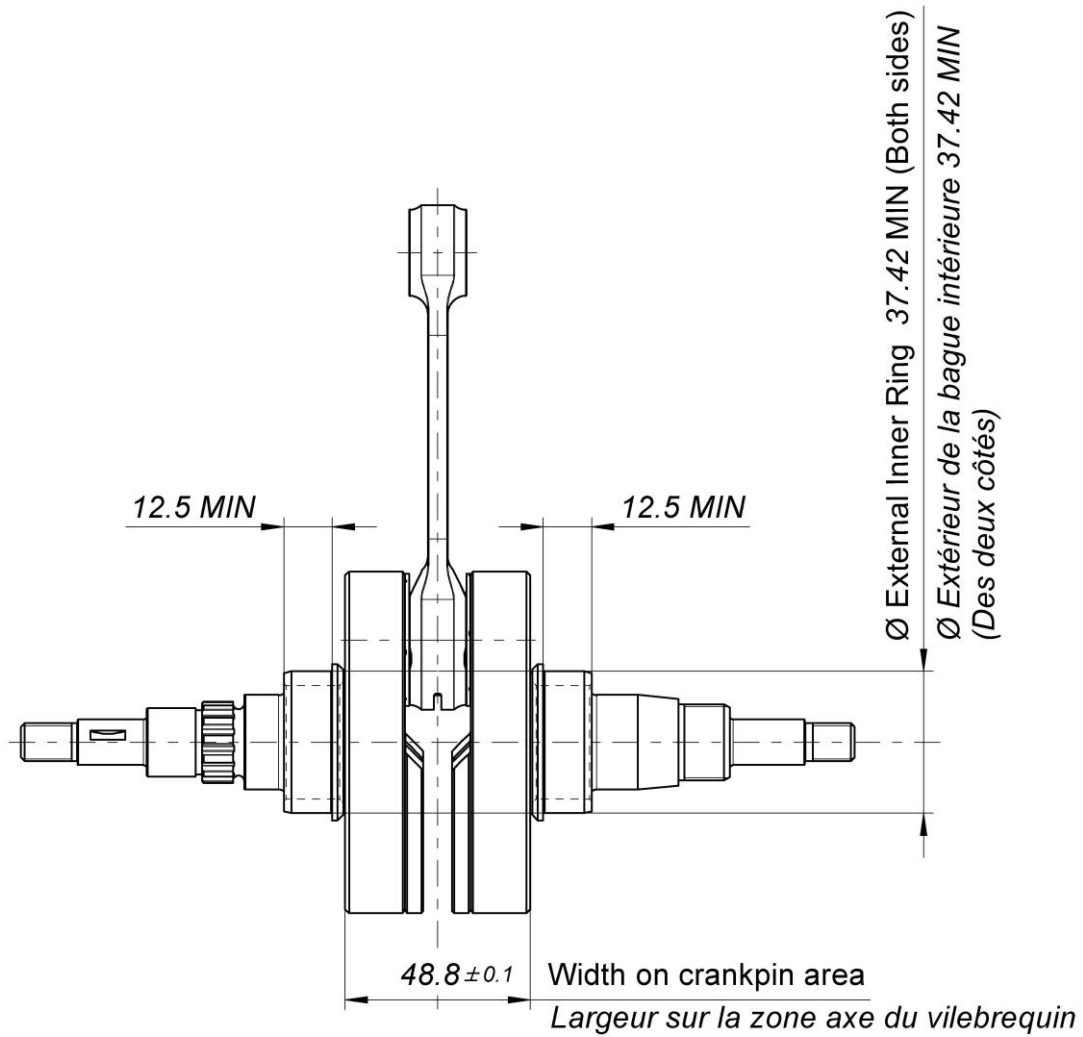


X30 125cc RL-C TaG

		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>

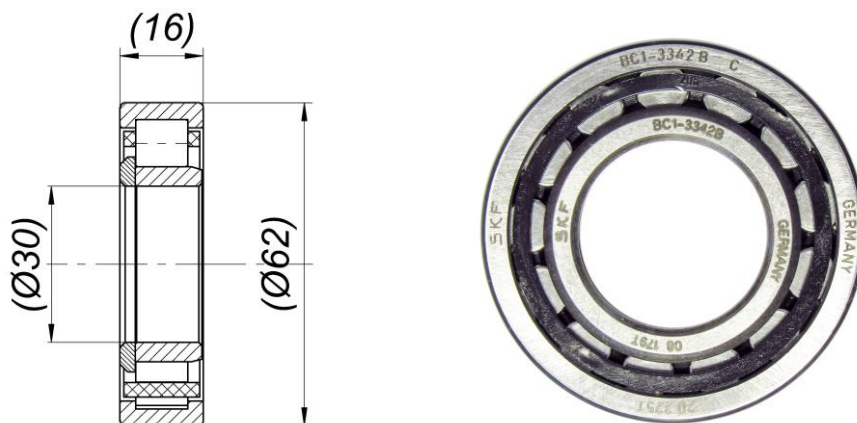
DESCRIPTION OF THE MATERIAL DESCRIPTION DES MATERIAUX		PISTON	
Conrod material <i>Matériau de la bielle</i>	Steel <i>Acier</i>	 <p>Piston min. weight (ring incl.) 128 g Poids min. piston (avec segment) 128g</p>	
Crankshaft material <i>Matériau du vilebrequin</i>	Steel <i>Acier</i>		
Balancing shaft material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

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

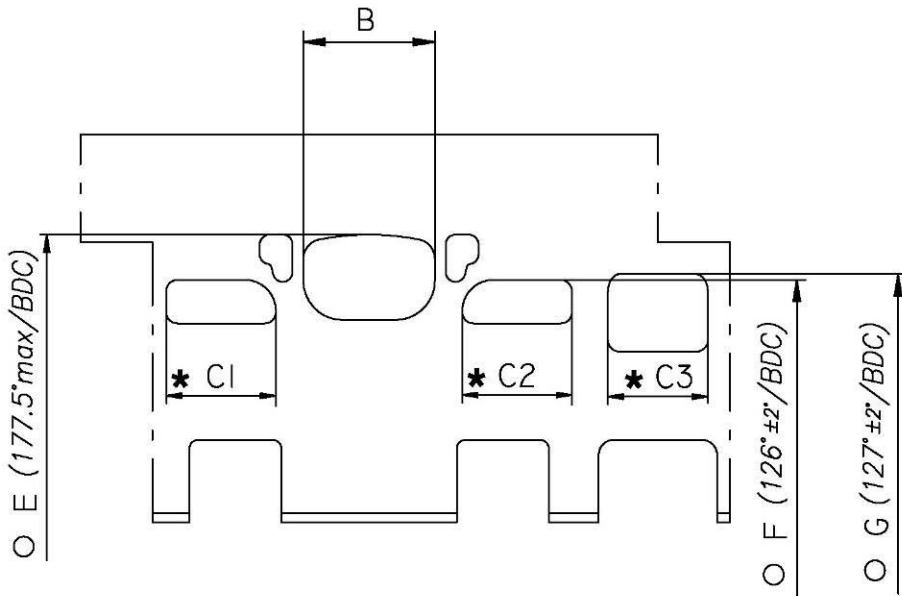


Crankshaft complete min. Weight 2220 g
 Poids min. du vilebrequin

ROLLER MAIN BEARING
 ROULEMENTS À ROULEAUX DU VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

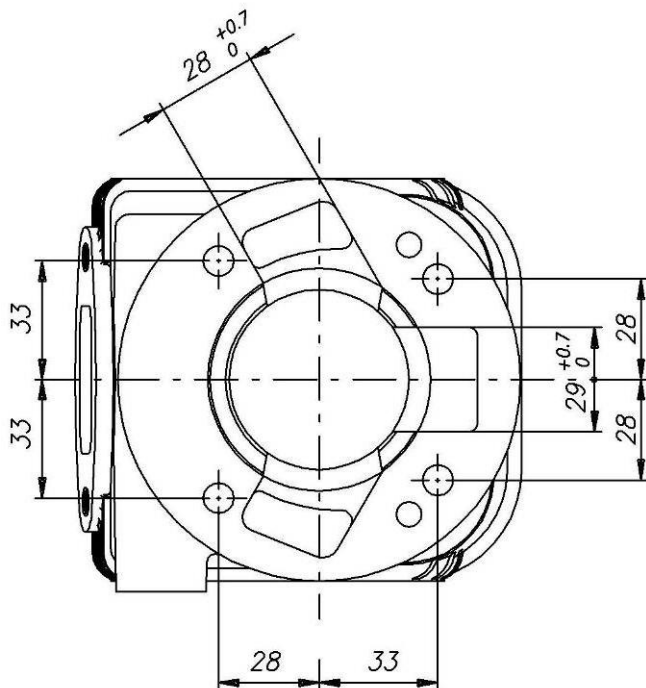


B	≤ 36.5 mm
C1 = C2	≤ 30 mm
C3	≤ 28.5 mm
E	177.5° max
F	126° ± 2°
G	127° ± 2°

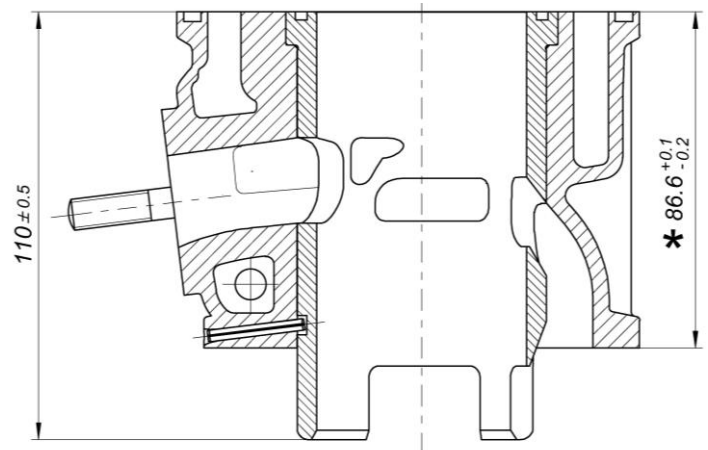
*** CHORDAL READING**
LECTURE CORDALE

○ **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

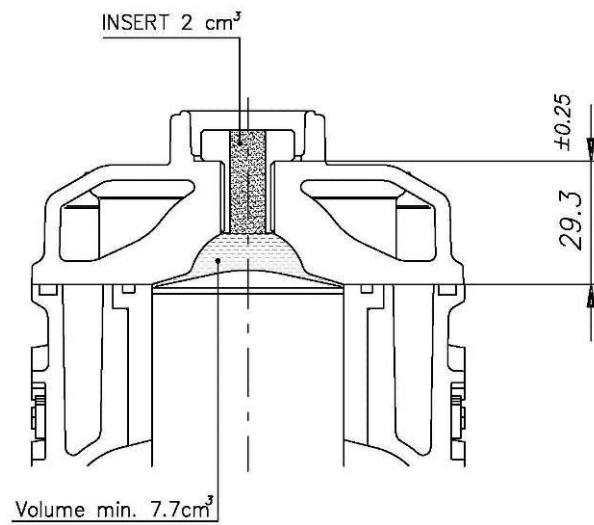


CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



***** 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

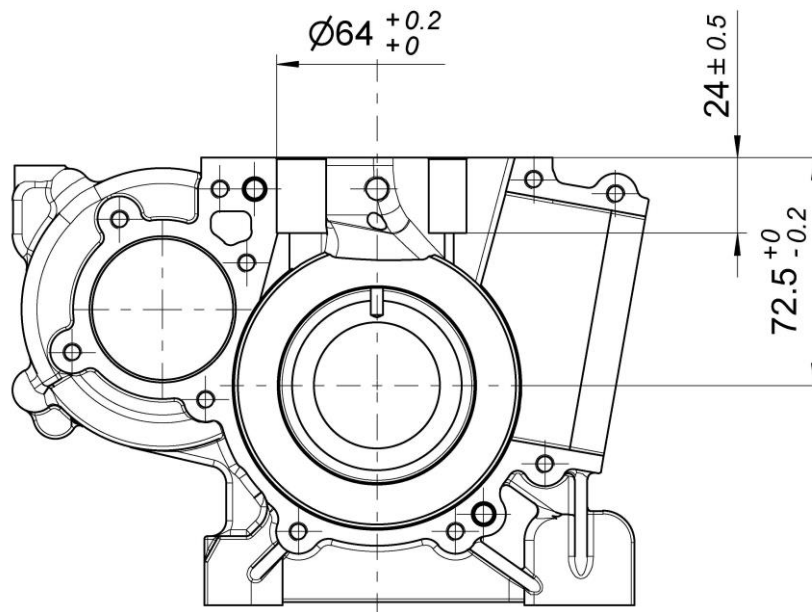
COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMBUSTION



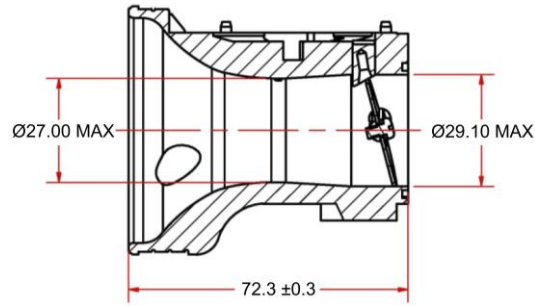
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

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

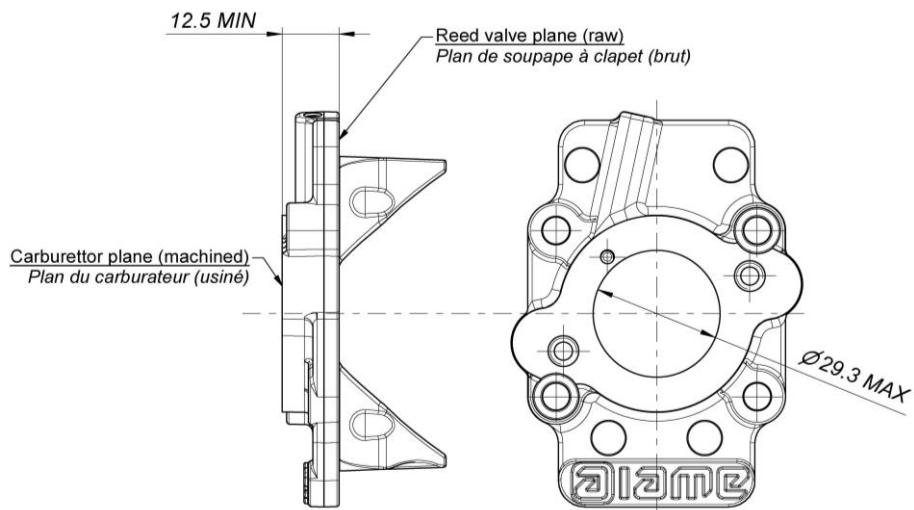
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



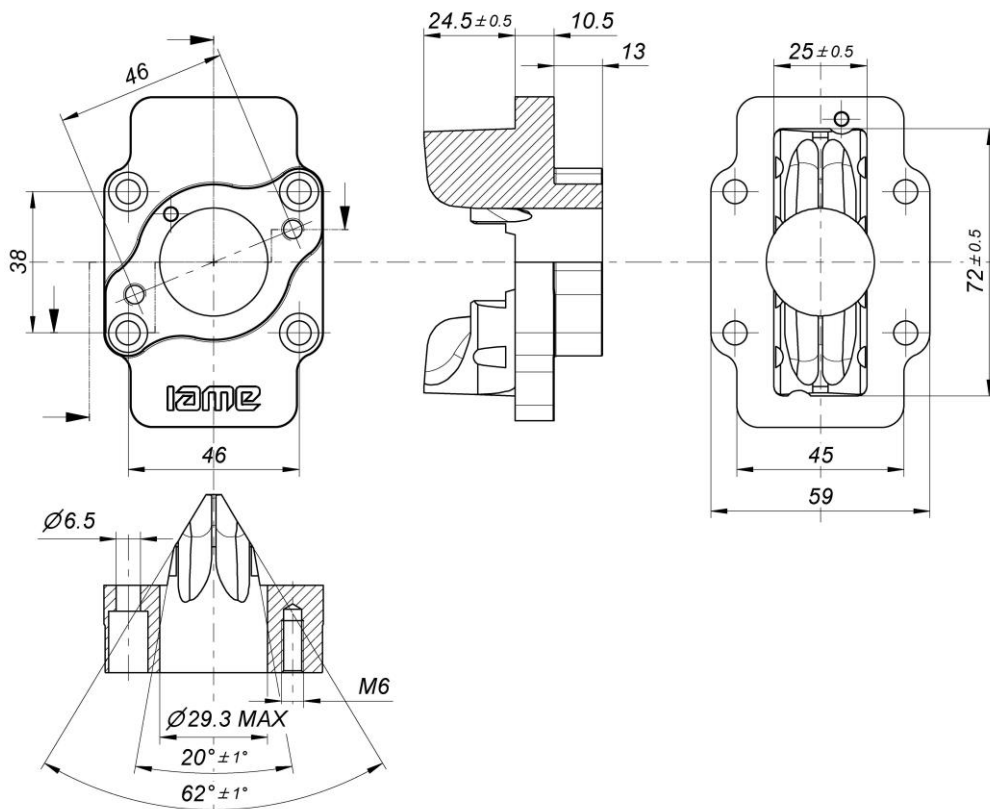
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS
 DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



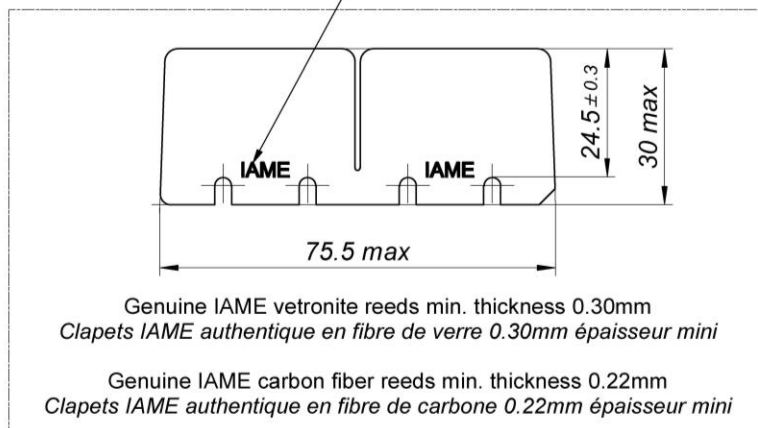
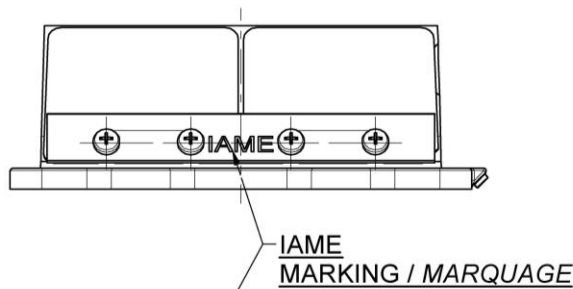
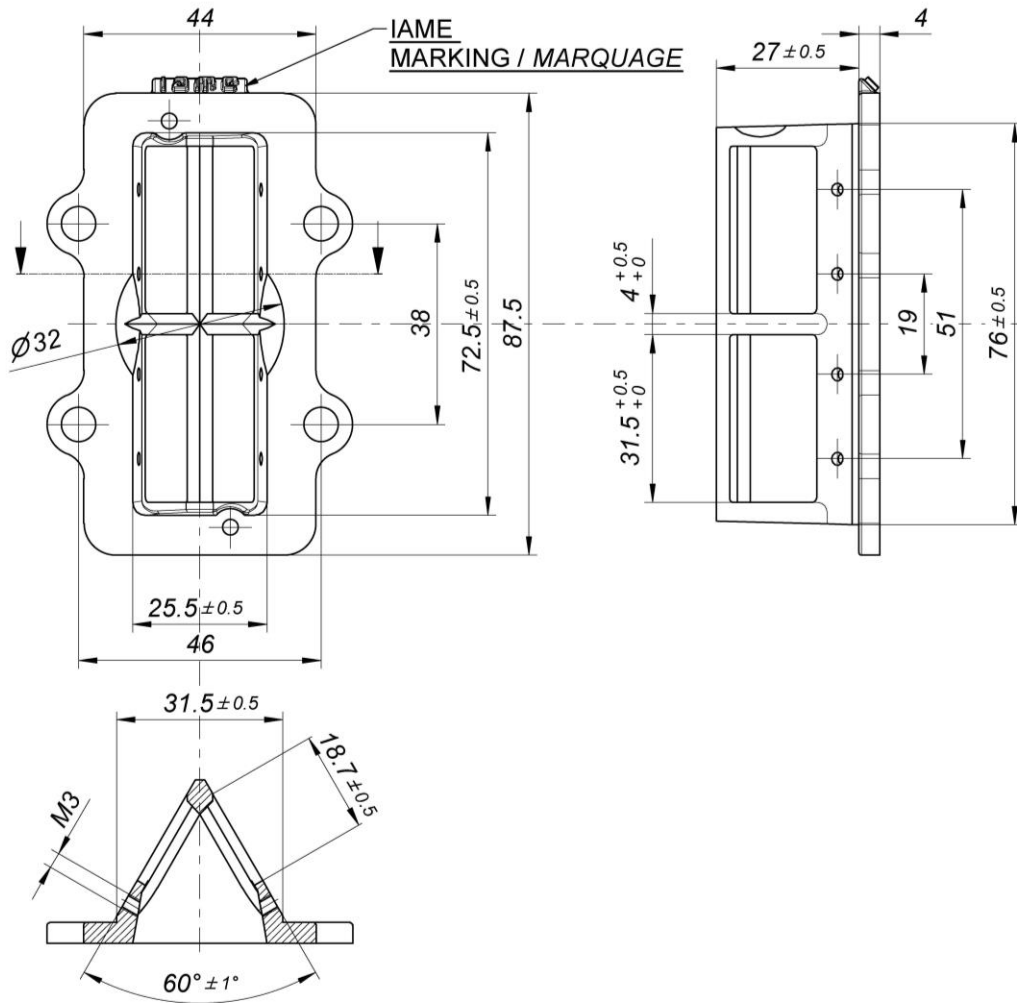
INLET CONVEYOR DIMENSIONS – TYPE 1
 CONVOYEUR D'ADMISSION – TYPE 1



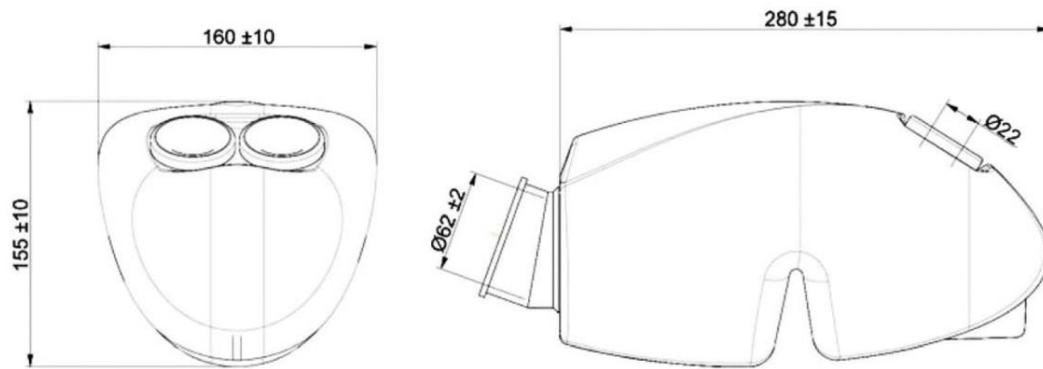
INLET CONVEYOR DIMENSIONS – TYPE 2
 CONVOYEUR D'ADMISSION – TYPE 2



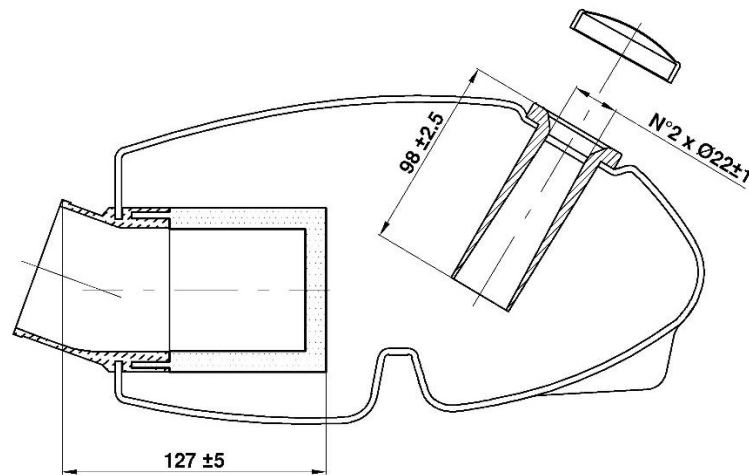
REED VALVE - DIMENSIONS AND MARKING
BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE



INLET SILENCER – DRAWING
DESSIN DU SILENCIEUX D'ADMISSION



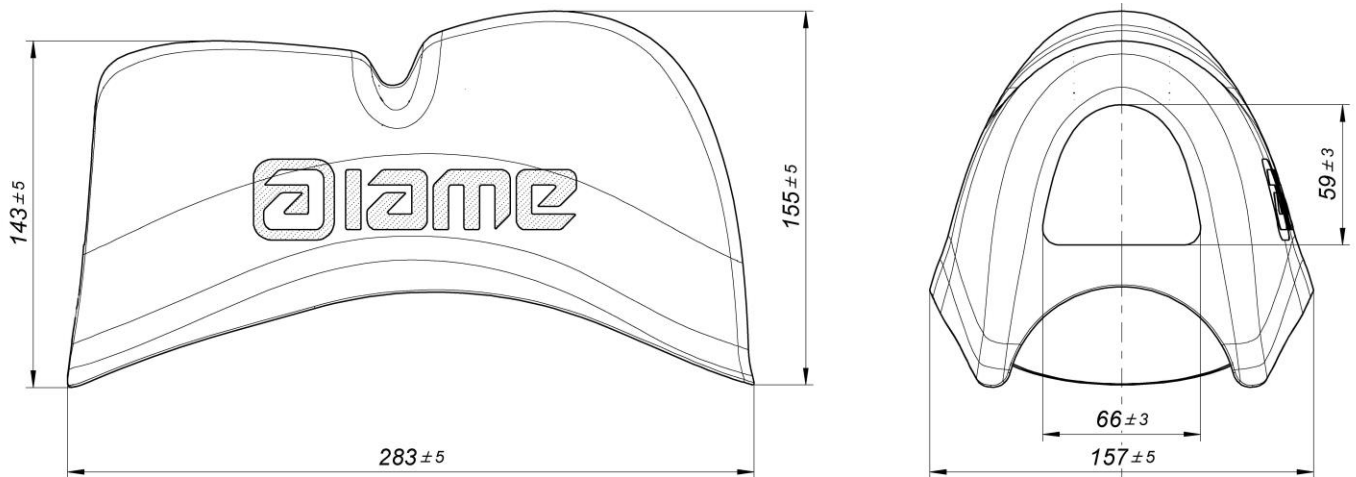
WITH SPONGE AIR FILTER
AVEC MANCHON COMPLET ET FILTRE À AIR



INLET SILENCER - PHOTO
PHOTO - SILENCIEUX D'ADMISSION



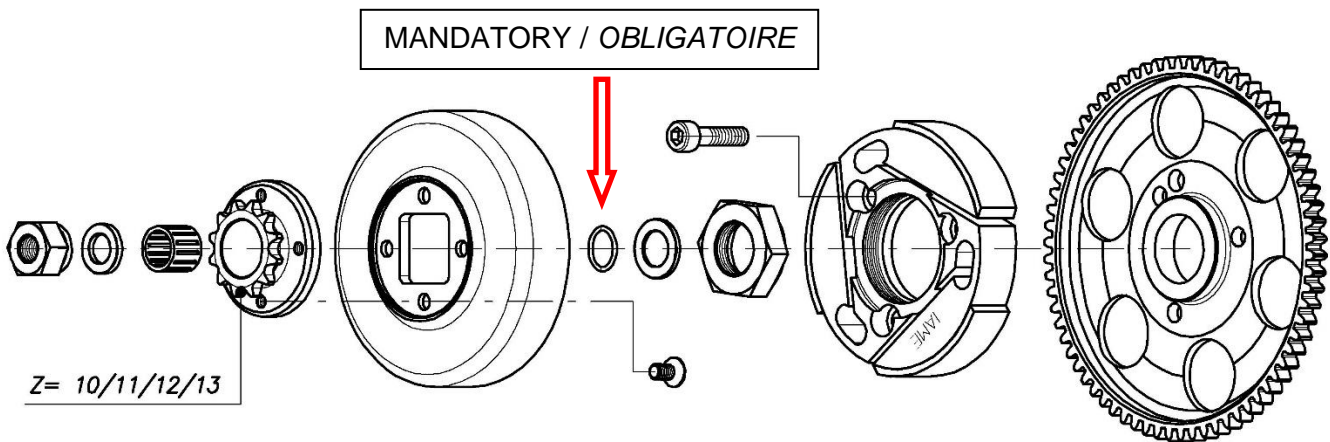
RAIN COVER INLET SILENCER – DRAWING
DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



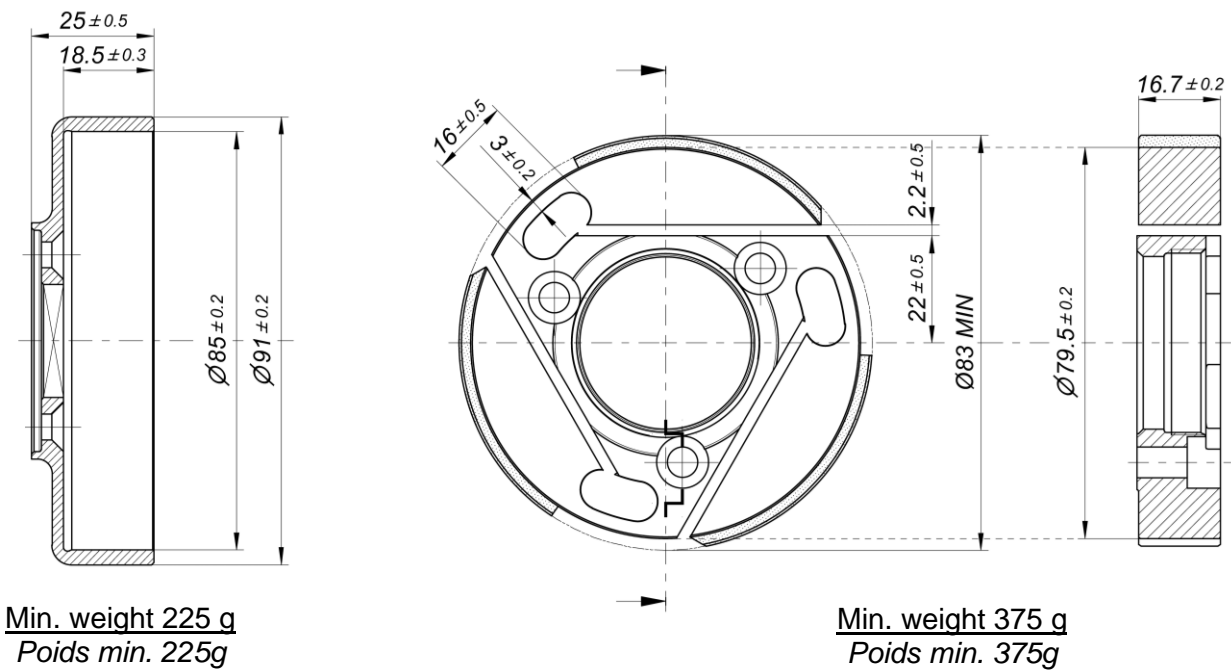
RAIN COVER INLET SILENCER - PHOTO
PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



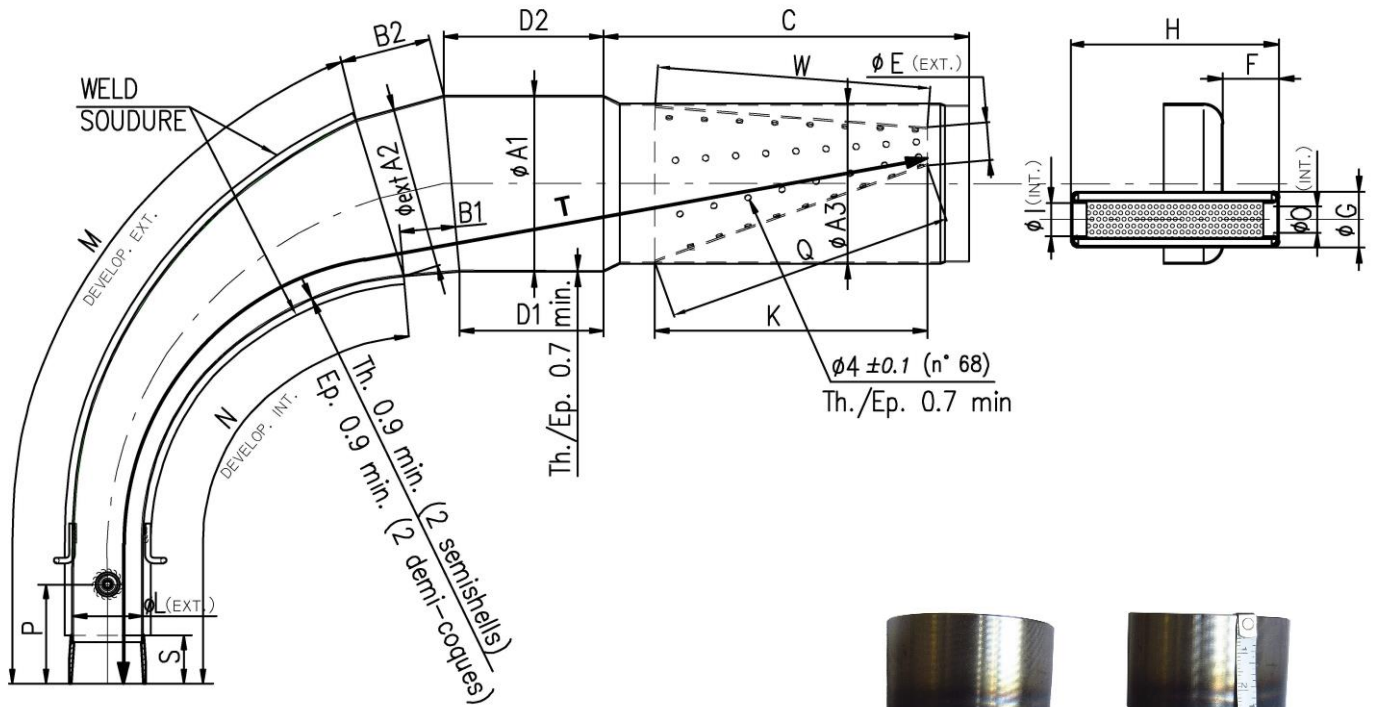
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



COMPONENTS OF THE CLUTCH – COMPOSANTS DE L'EMBRAYAGE

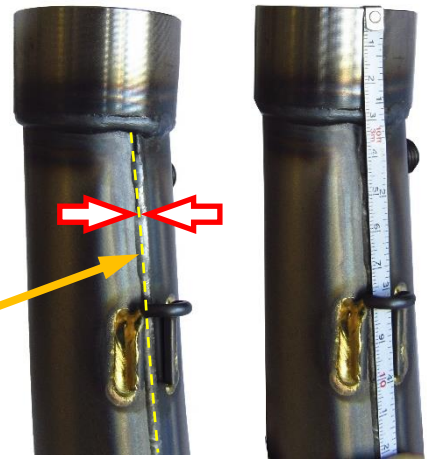


EXHAUST MUFFLER VIEW AND DIMENSIONS
VUE ET DIMENSIONS DU SILENCIEUX D'ÉCHAPPEMENT



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

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.

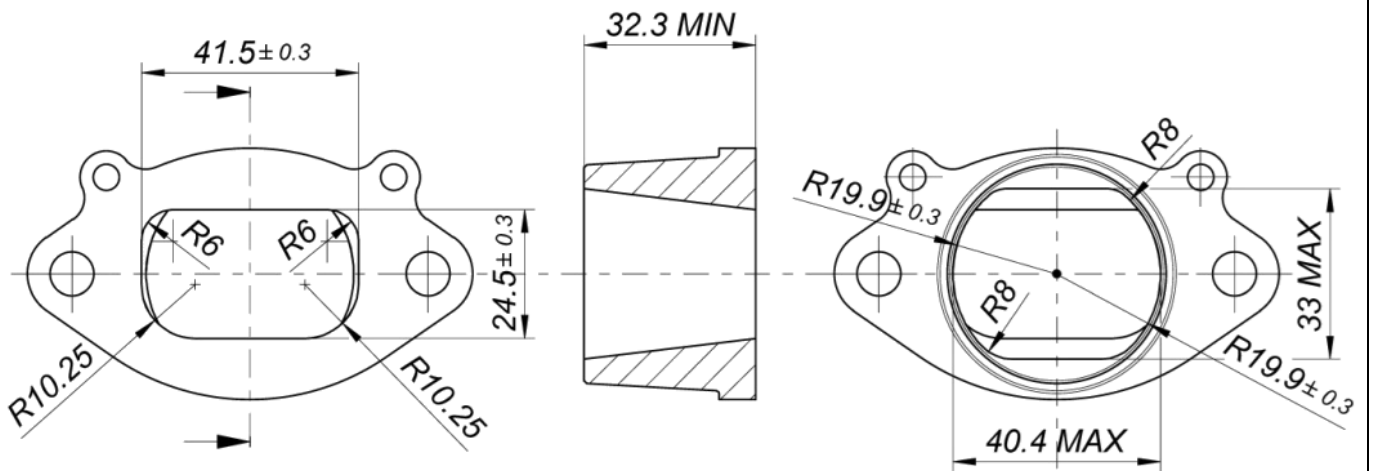
Les dimensions « M », « N » et « T » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.

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

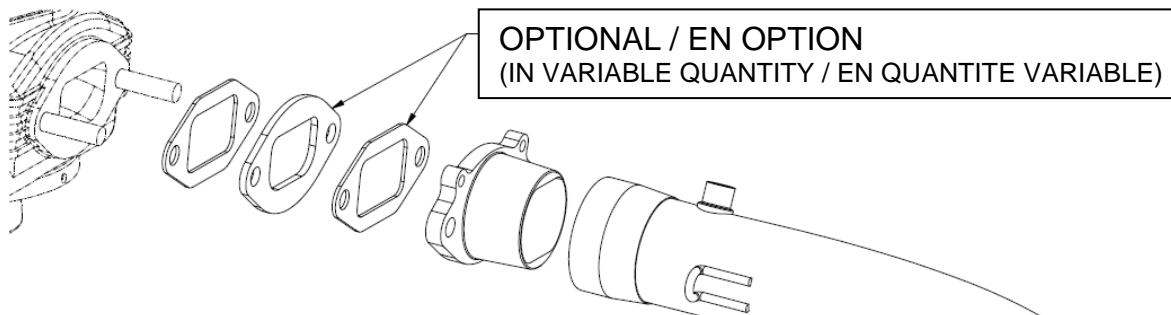
The dimensions "Q" and "W" must be taken by steel tape measure 12mm wide.

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

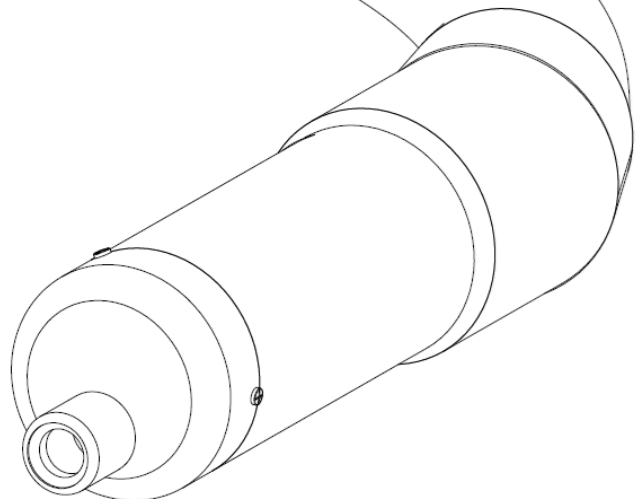
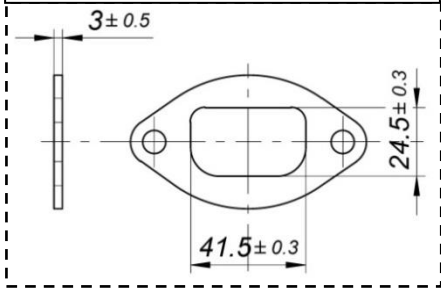
SENIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT SENIOR



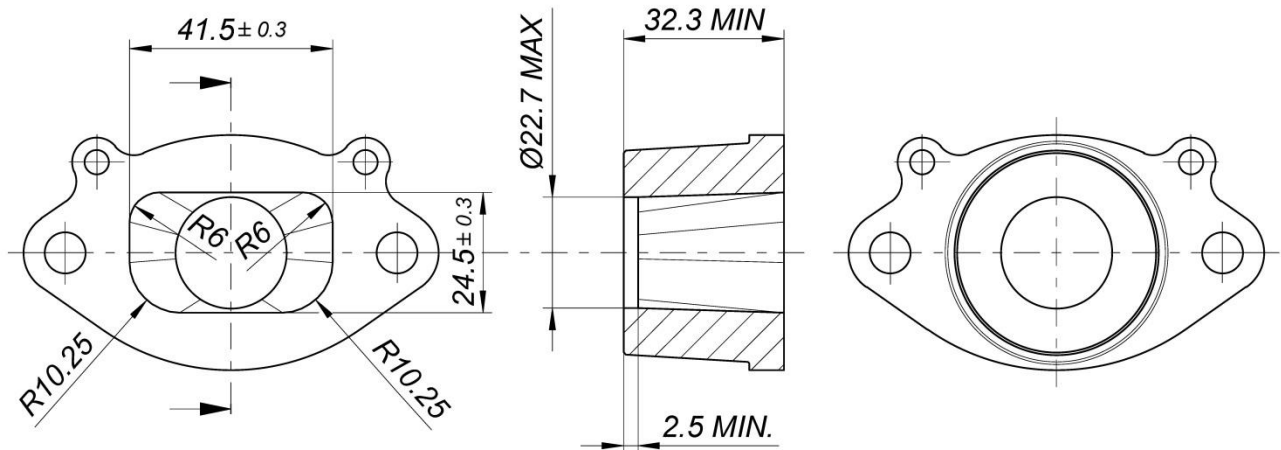
SENIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



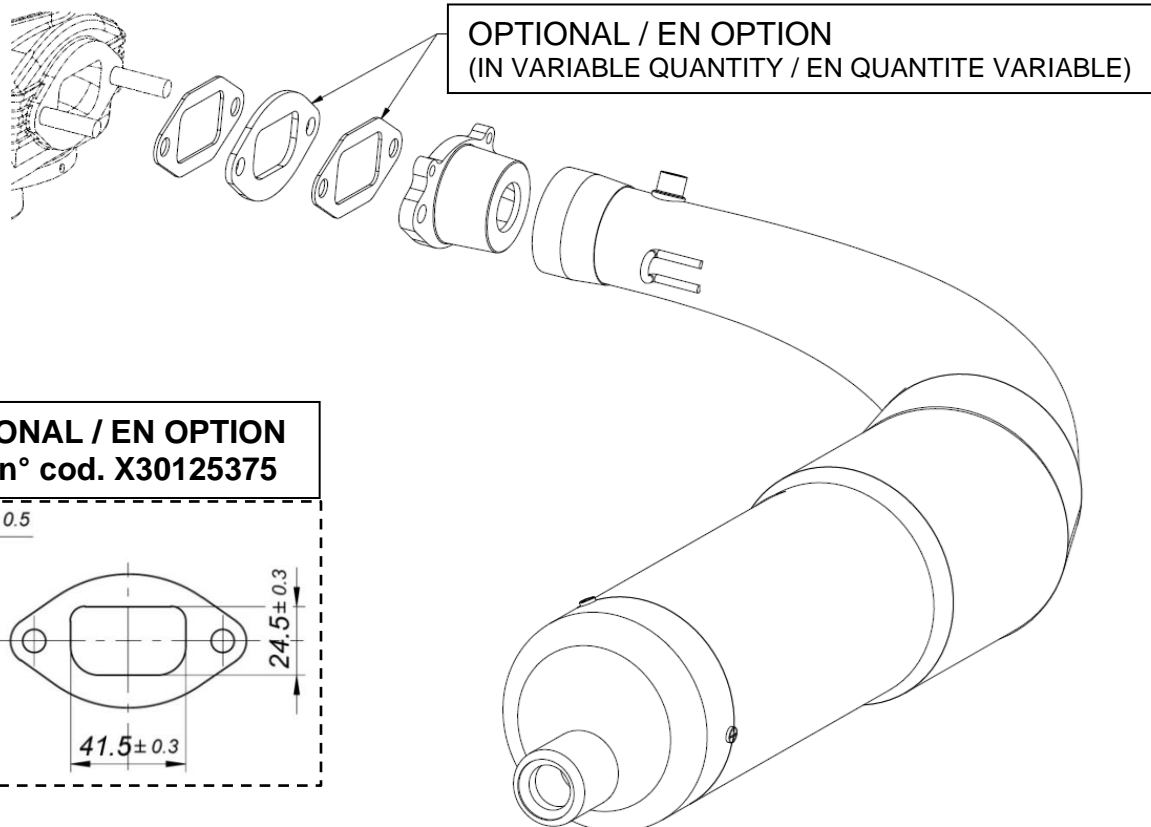
OPTIONAL / EN OPTION
Part n° cod. X30125375



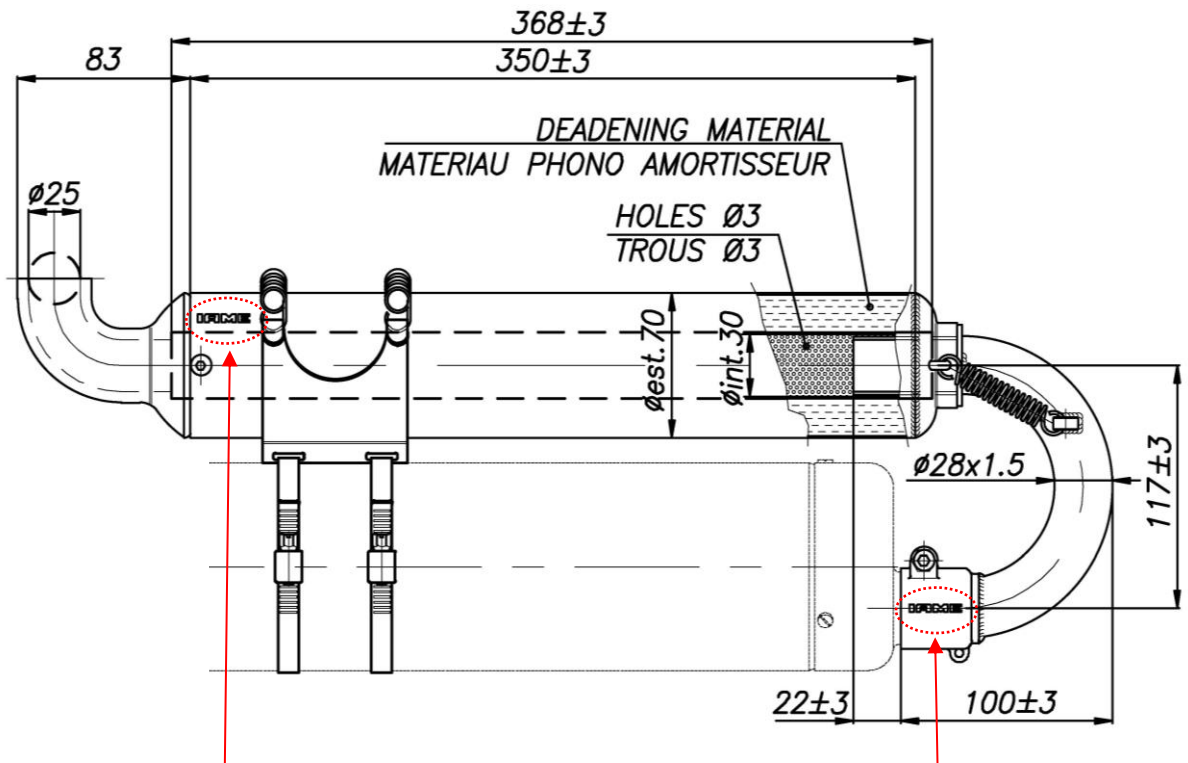
JUNIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT JUNIOR



JUNIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT JUNIOR



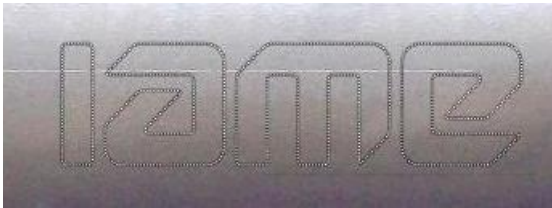
EXHAUST SILENCER (MANDATORY)
 SILENCIEUX D'ÉCHAPPEMENT (OBLIGATOIRE)



OR / OU

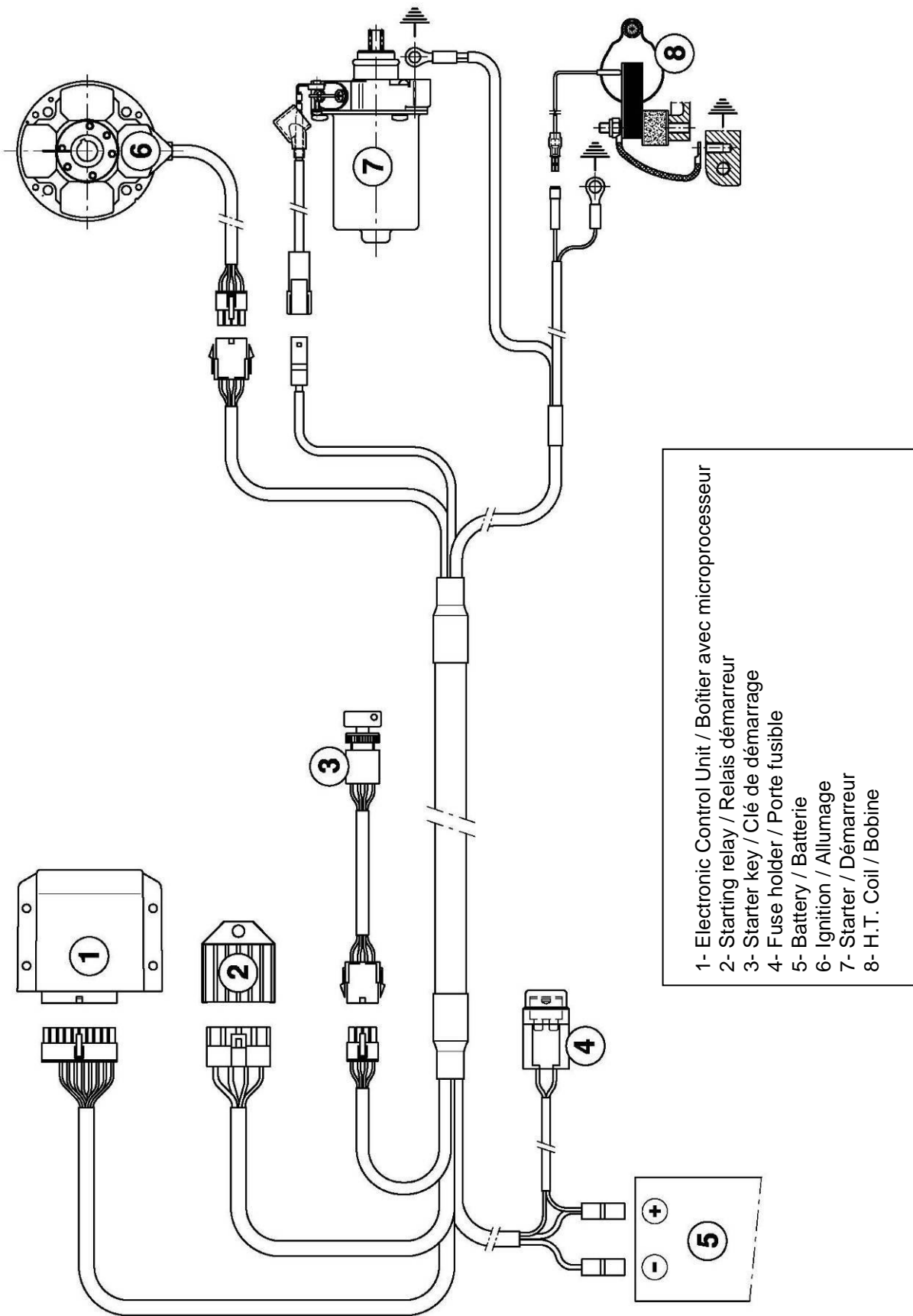


OR / OU



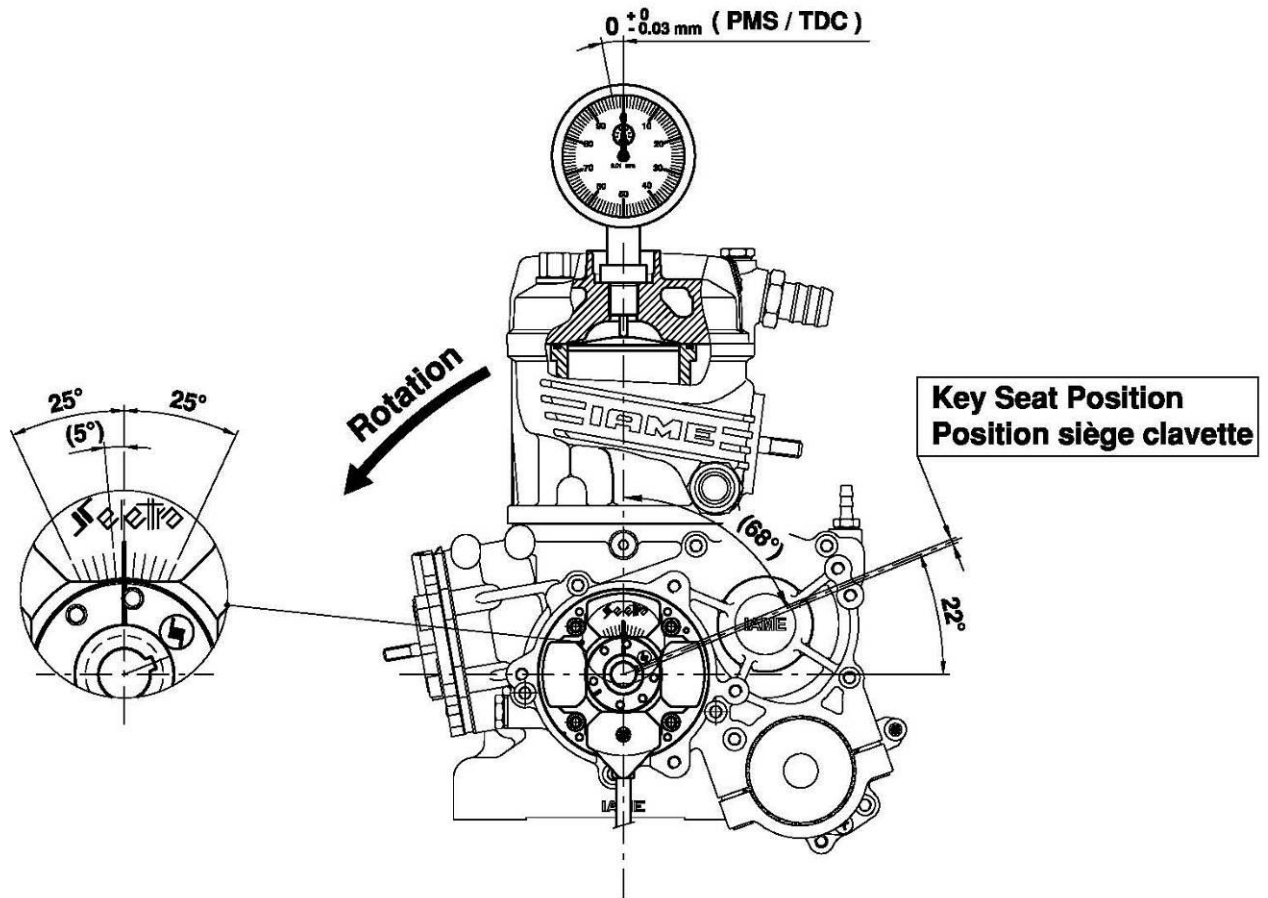
IAME MARKING / MARQUAGE IAME

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

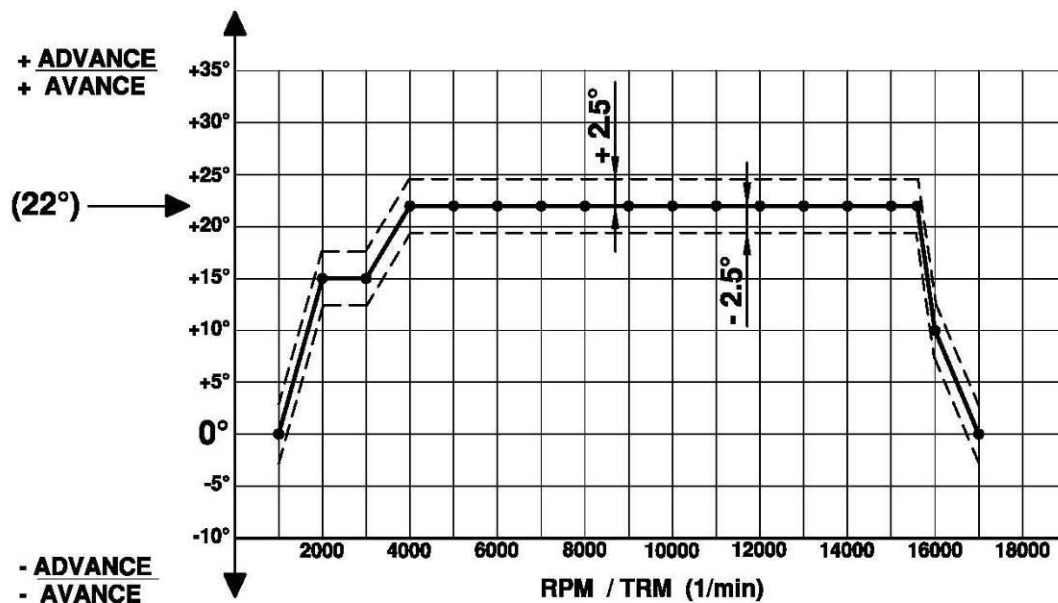


- 1- Electronic Control Unit / Boîtier avec microprocesseur
 2- Starting relay / Relais démarrage
 3- Starter key / Clé de démarrage
 4- Fuse holder / Porte fusible
 5- Battery / Batterie
 6- Ignition / Allumage
 7- Starter / Démarreur
 8- H.T. Coil / Bobine

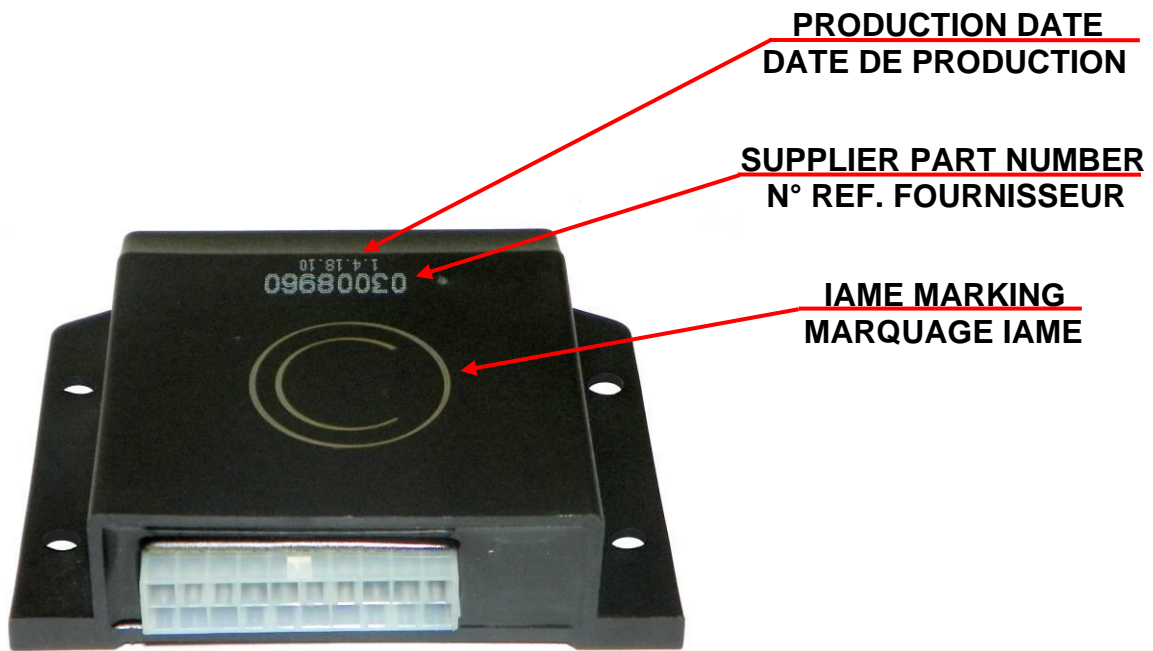
**SCHEME FOR ADVANCE CONTROL
SCHEMA POUR LE CONTROLE DE L'AVANCE**



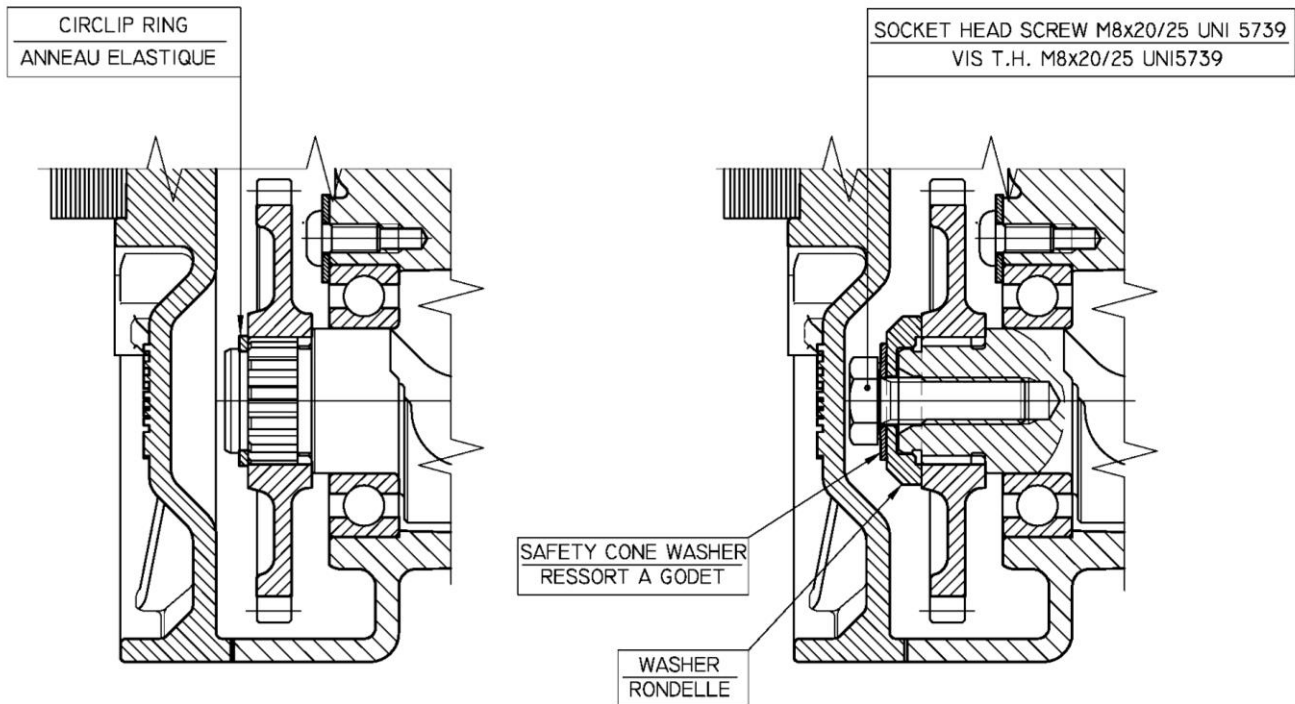
ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



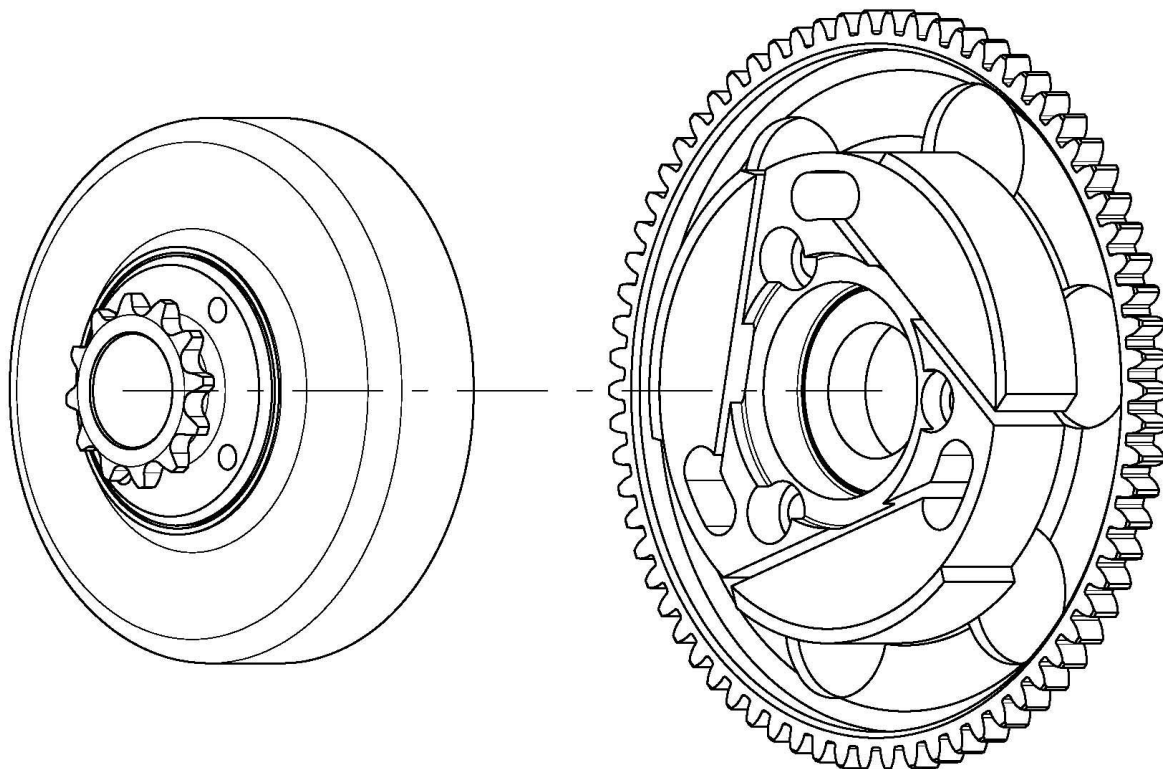
ELECTRONIC BOX MARKING
MARQUAGE DU BOITIER ELECTRONIQUE



GEAR ALTERNATIVE FIXING
FIXATION ALTERNATIVE DE L'ENGRENAGE



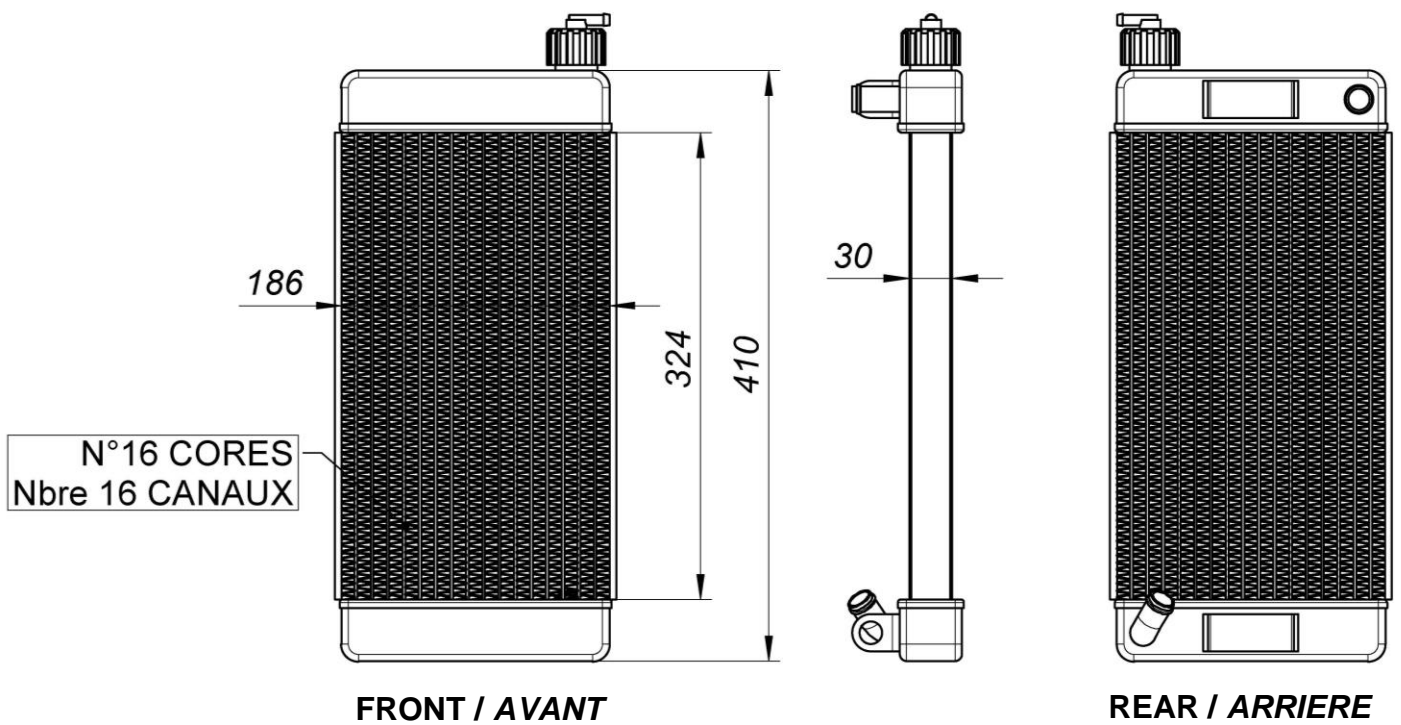
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



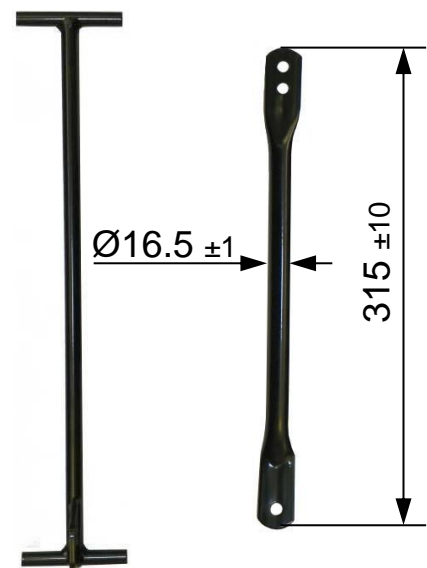
Min. weight 300 g
Poids min. 300 g

Min. weight 680 g
Poids min. 680 g

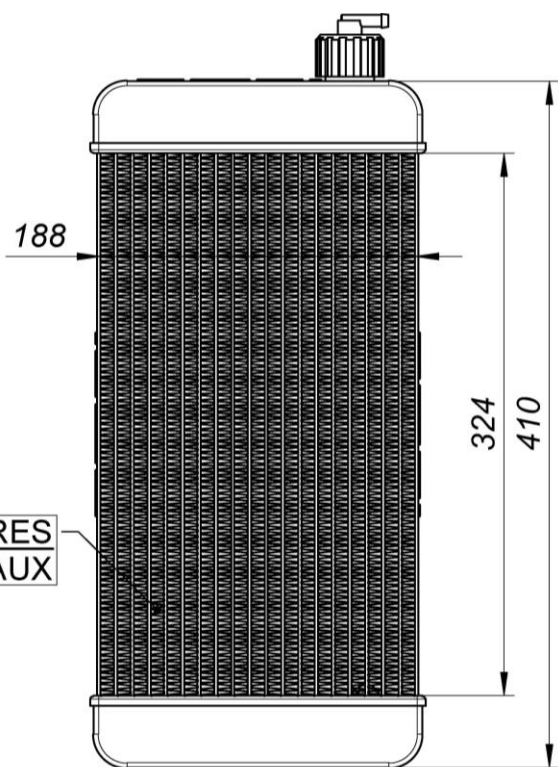
RADIATOR DESCRIPTION AND SKETCH OF PARTS
 DESCRIPTION DU RADIATEUR ET SCHEMA ILLUSTRANT LES ELEMENTS



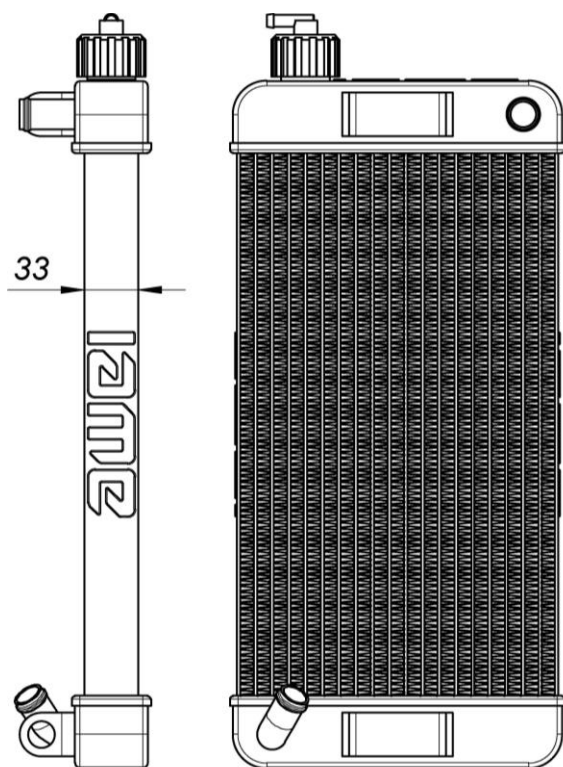
PAINTED AND NOT PAINTED
PEINT ET PAS PEINT



RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
 DESCRIPTION DU RADIATEUR ALTERNATIF



FRONT / AVANT



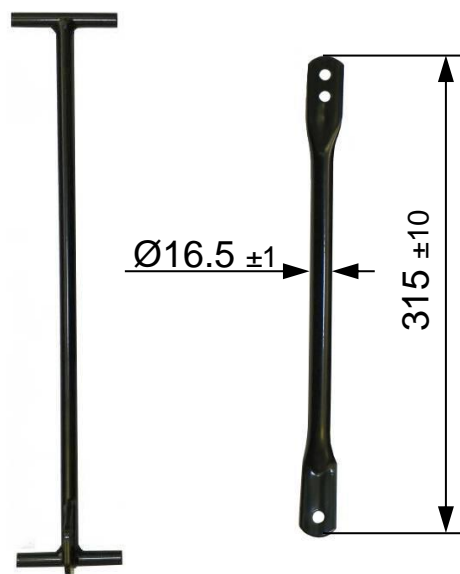
REAR / ARRIERE



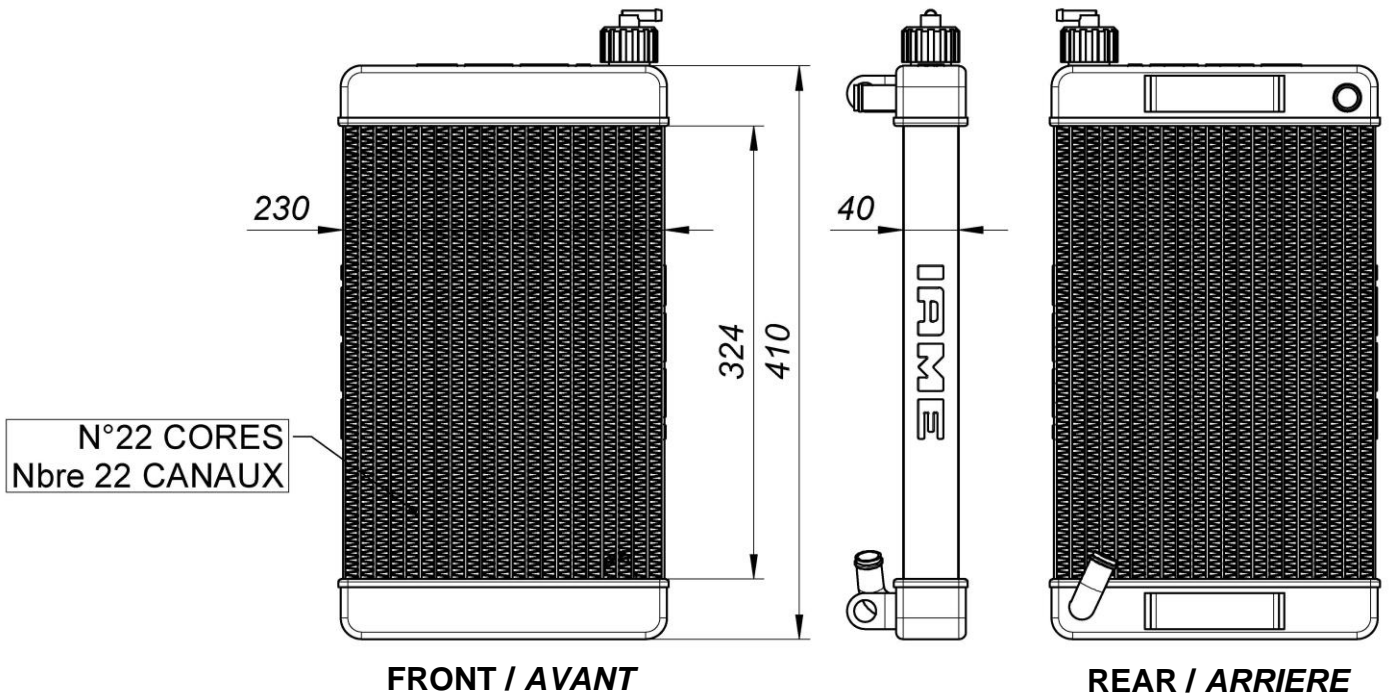
FRONT / AVANT



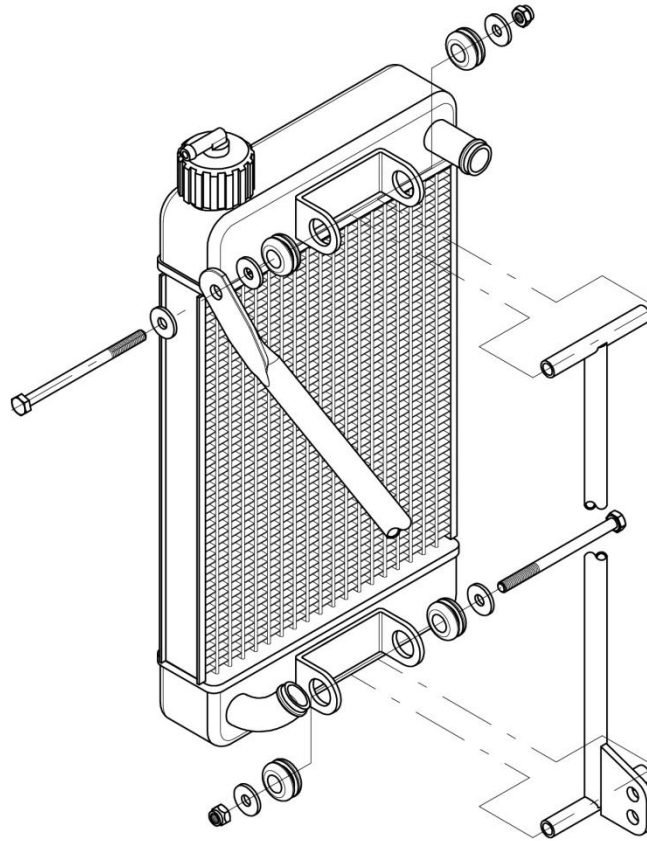
REAR / ARRIERE



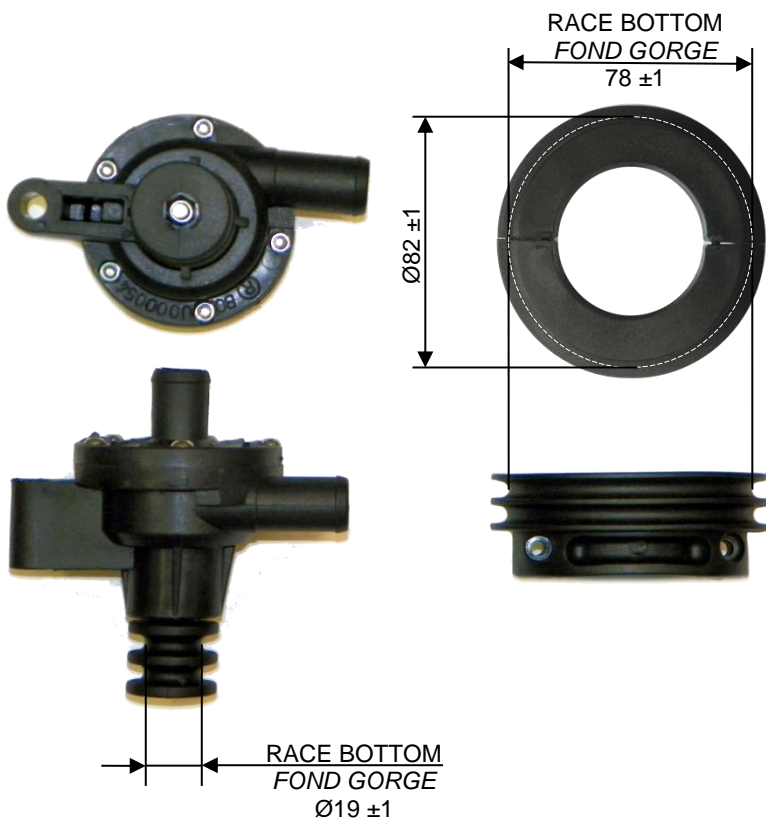
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
 DESCRIPTION DU RADIATEUR ALTERNATIF



RADIATOR AND ITS SUPPORTS
RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP
GROUPE POMPE A' EAU



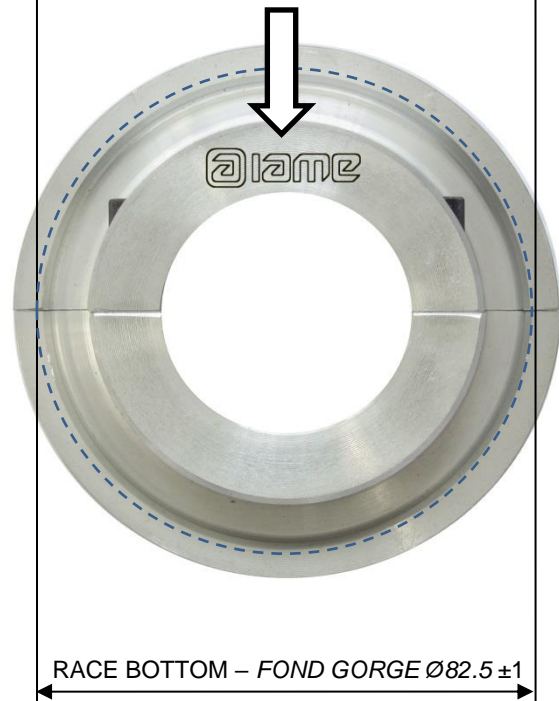
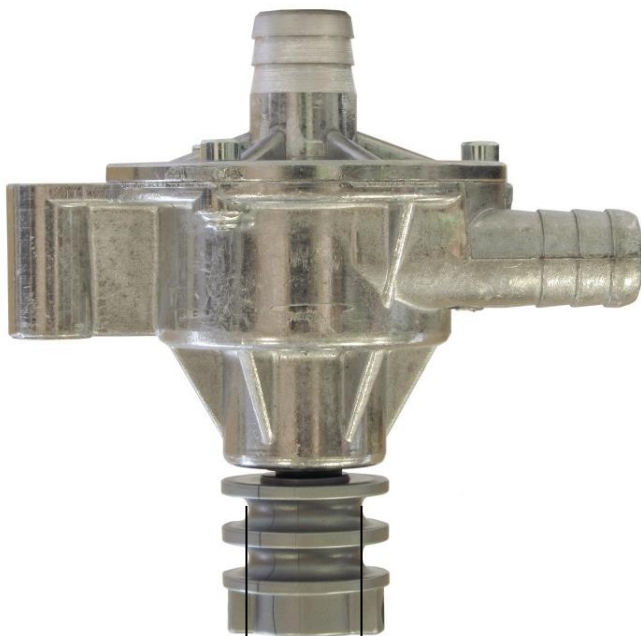
THERMOSTAT



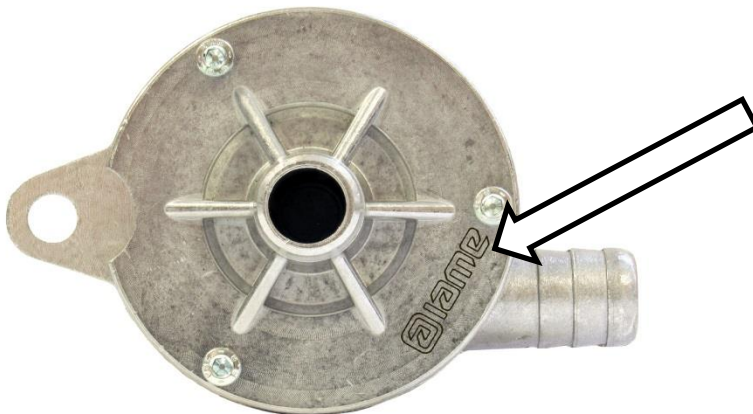
ALTERNATIVE
ALTERNATIF



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



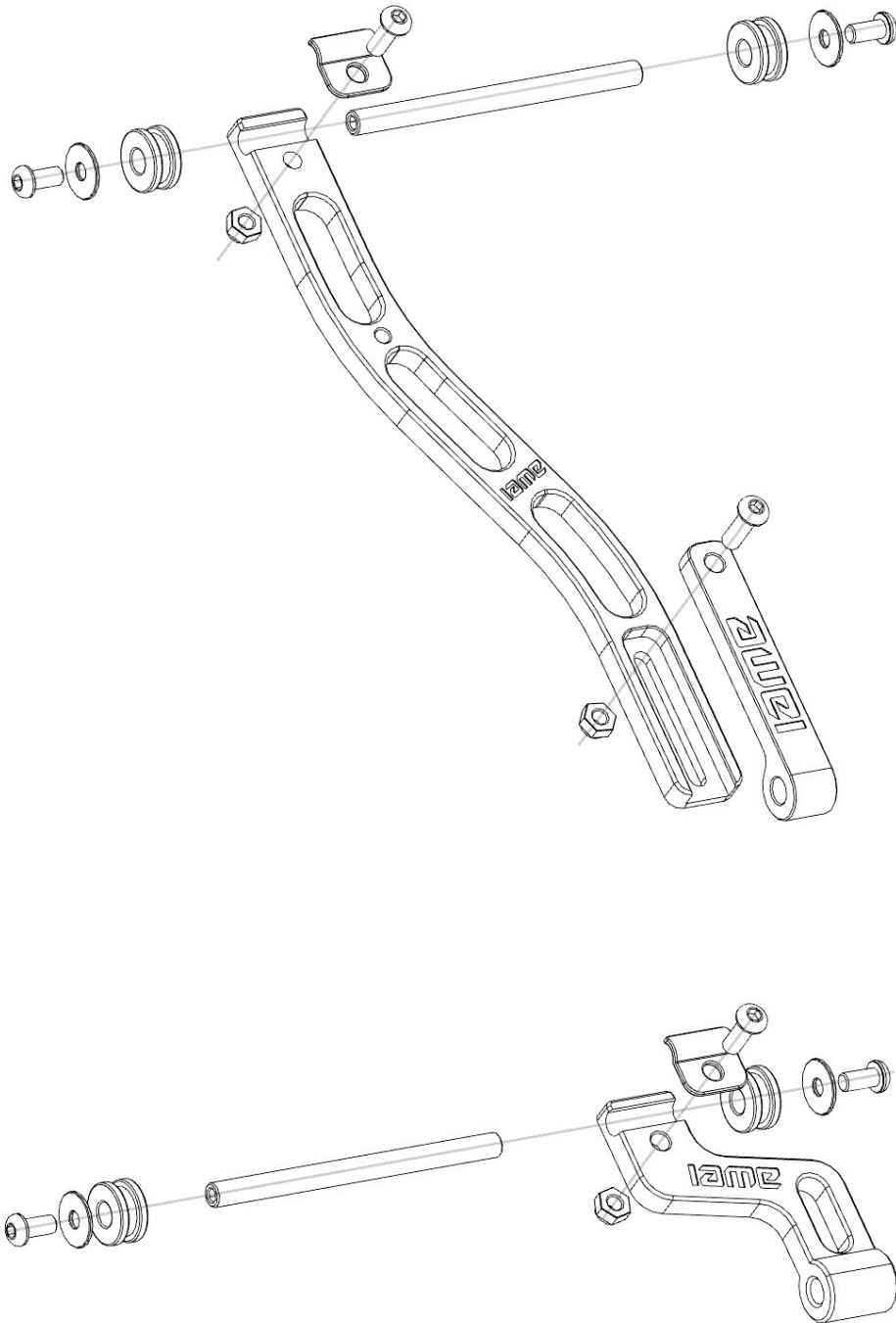
RACE BOTTOM - FOND GORGE
Ø20 ±1



ALTERNATIVE RADIATOR SUPPORT
SUPPORT ALTERNATIF DU RADIATEUR



ALTERNATIVE COMPLETE RADIATOR SUPPORT
ENSEMBLE DE SUPPORT RADIATEUR ALTERNATIF



PISTON IDENTIFICATION MARKING
 MARQUAGE D'IDENTIFICATION PISTON

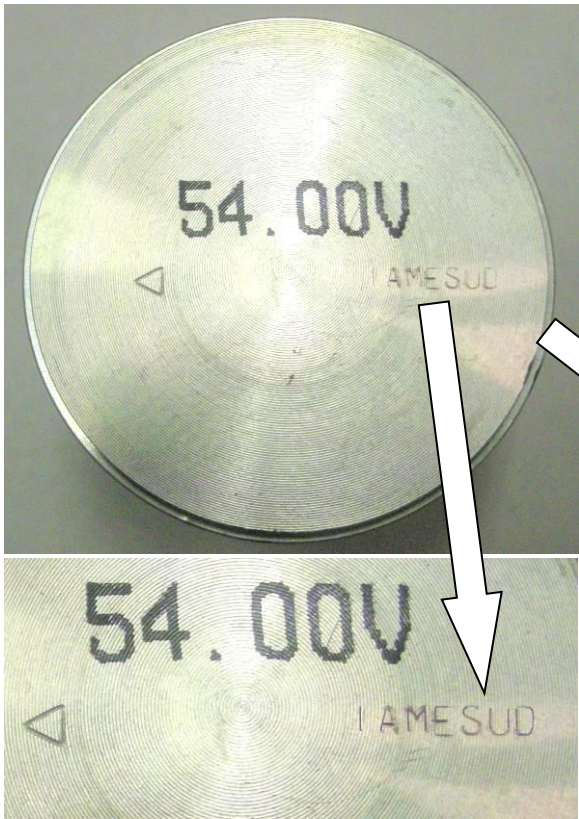
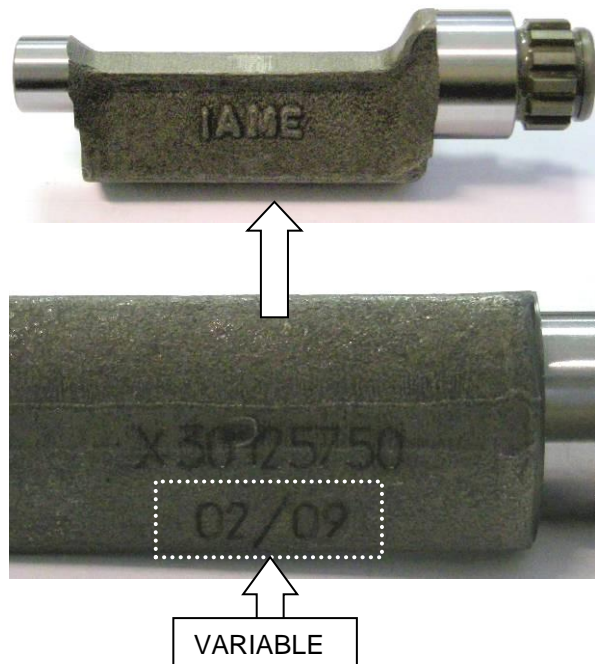
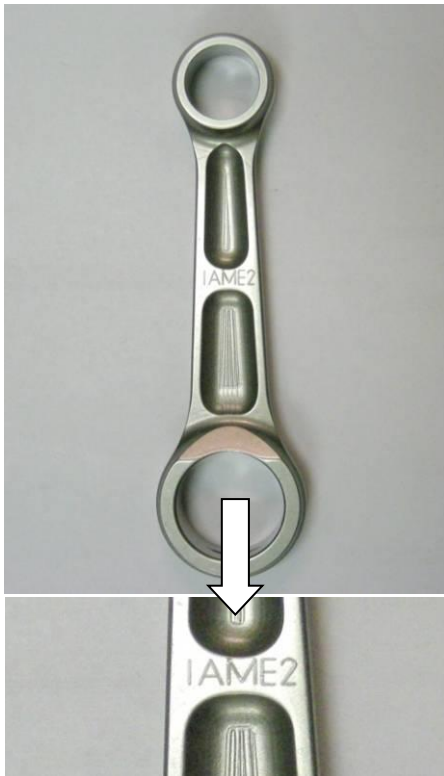
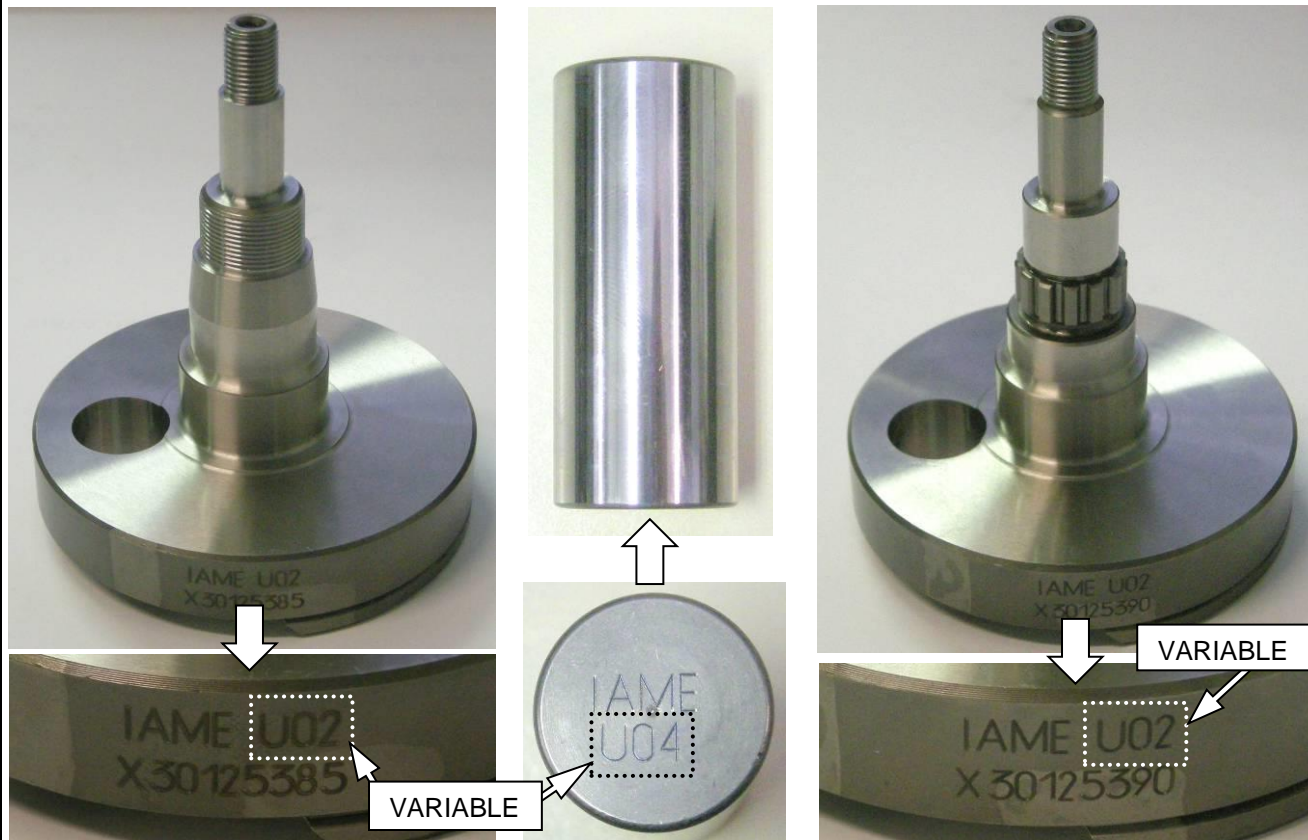


PHOTO IDENTIFICATION CONROD
 PHOTO D'IDENTIFICATION BIELLE

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

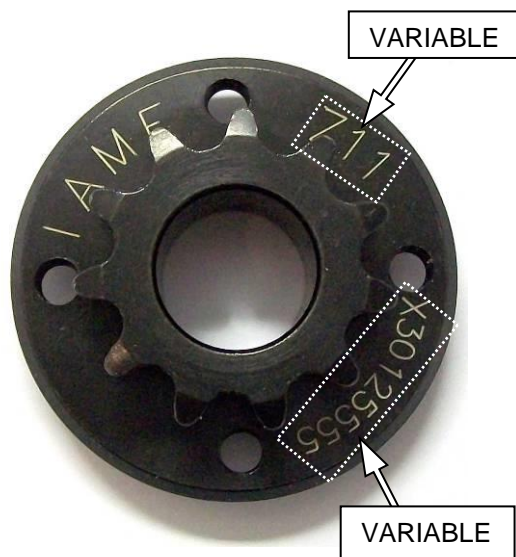
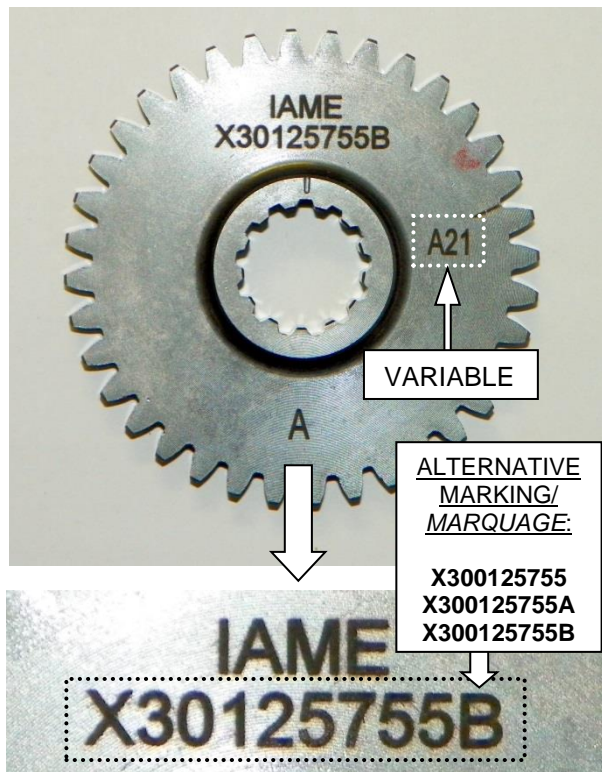


**CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN**



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

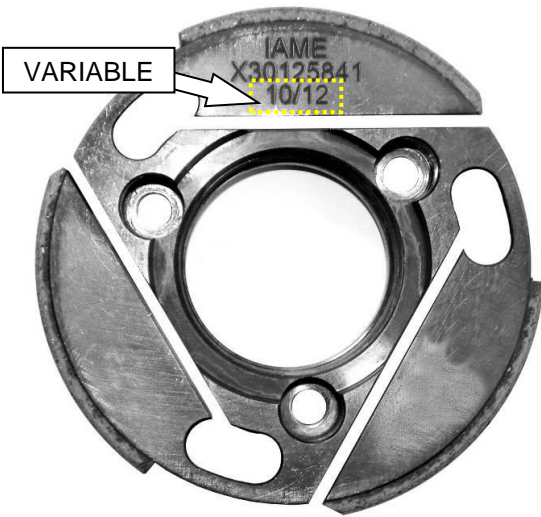
**SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON**



CLUTCH BODY IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CORPS
DE L'EMBRAYAGE

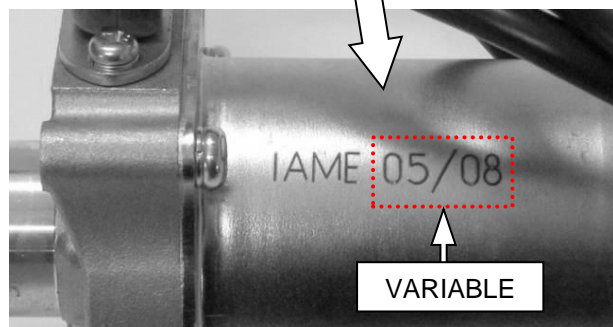
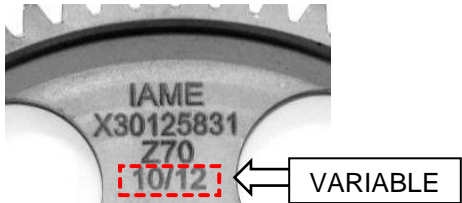
CLUTCH DRUM IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA
CALOTTE

ALTERNATIVE
 FRICTION
 MATERIAL
 MATÉRIAU DE
 FRICTION
 ALTERNATIVE

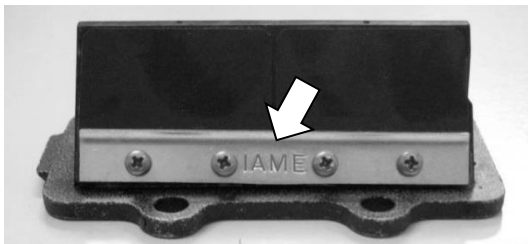
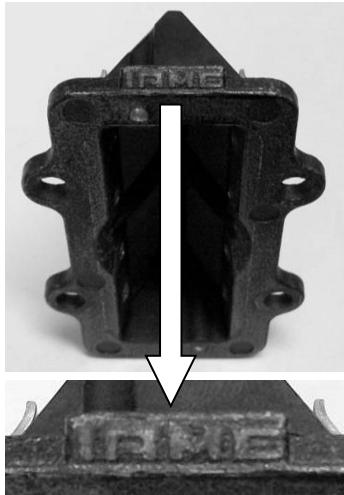


STARTER RING IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA
COURONNE DE DEMARRAGE

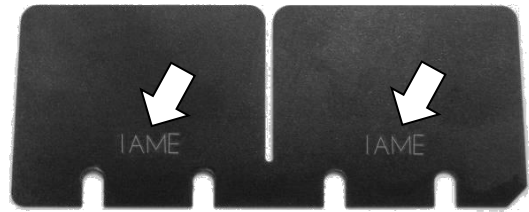
STARTER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU
DEMARREUR



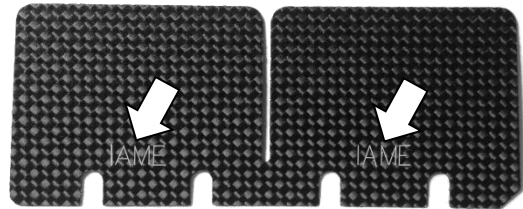
REED GROUP & PETALS IDENTIFICATION MARKING
 MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE



FRONT SIDE
CÔTÉ AVANT

REAR SIDE
CÔTÉ ARRIÈRE

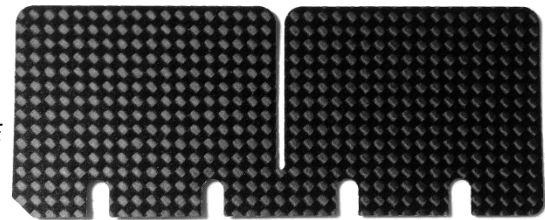
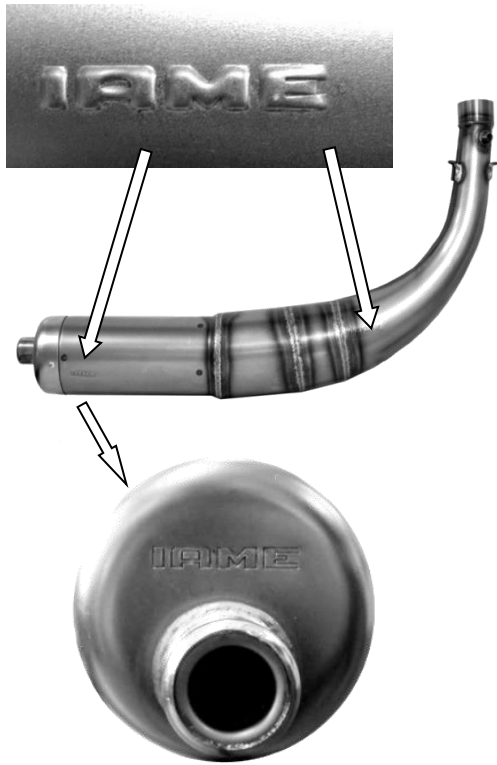


PHOTO IDENTIFICATION INLET
 CONVEYOR – TYPE 1
 MARQUAGE D'IDENTIFICATION DU
 COLLECTEUR D'ADMISSION – TYPE 1

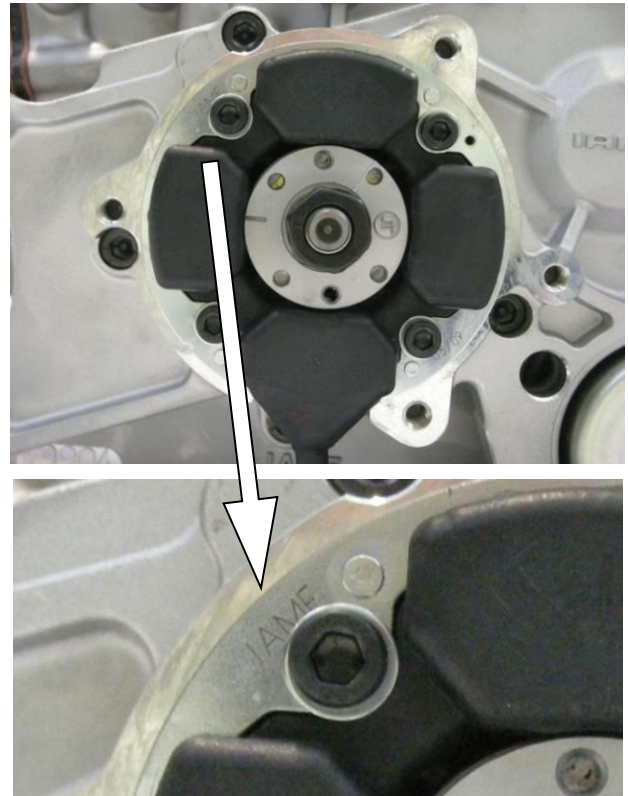
PHOTO IDENTIFICATION INLET
 CONVEYOR – TYPE 2
 MARQUAGE D'IDENTIFICATION DU
 COLLECTEUR D'ADMISSION – TYPE 2



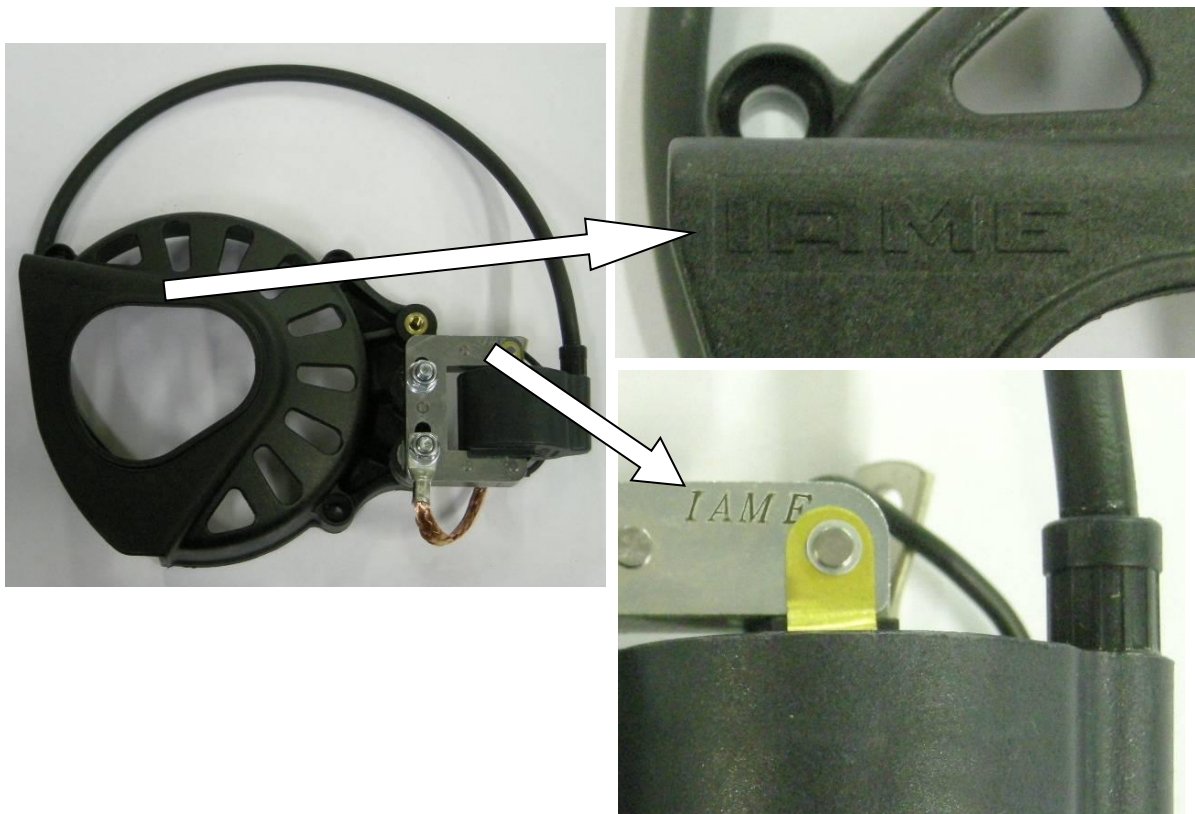
EXHAUST SILENCER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION
ECHAPPEMENT



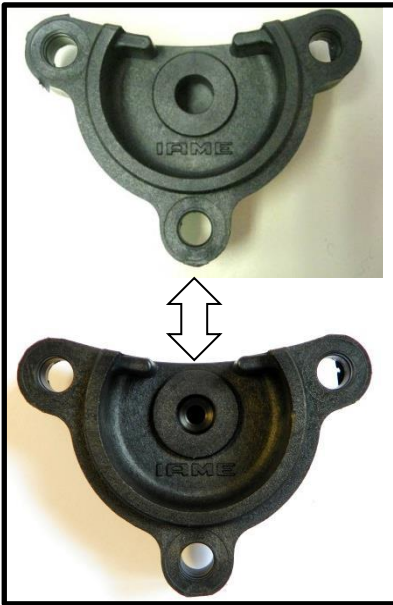
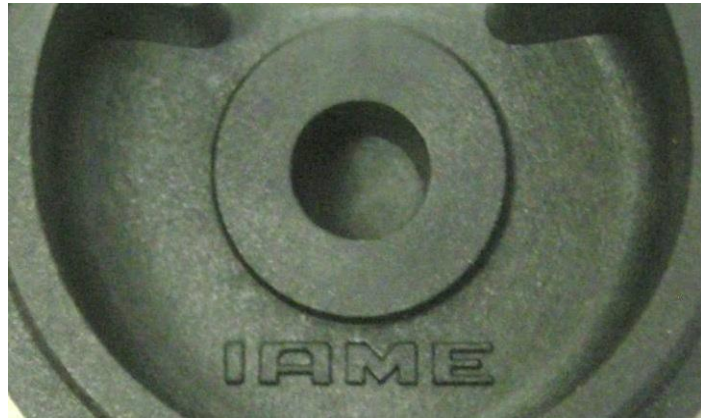
STATOR IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU
STATOR



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



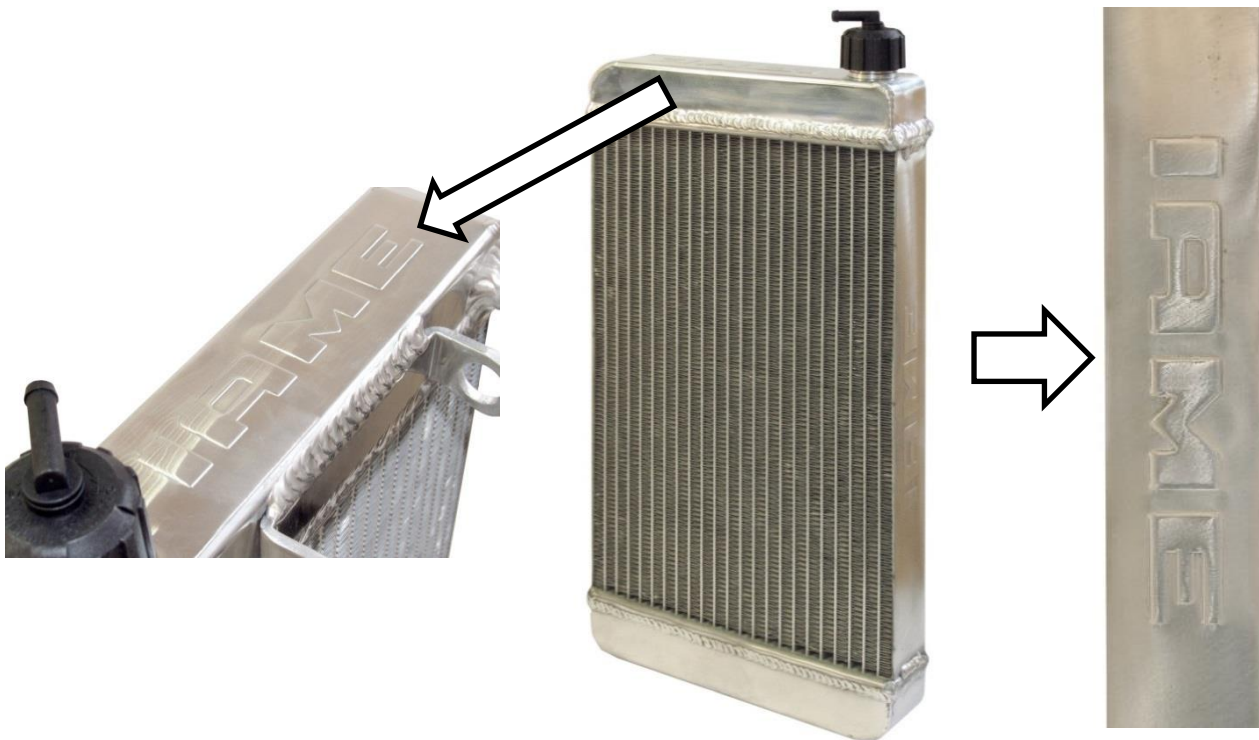
BENDIX COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE
DU CONTRE-ARBRE DE DEMARRAGE



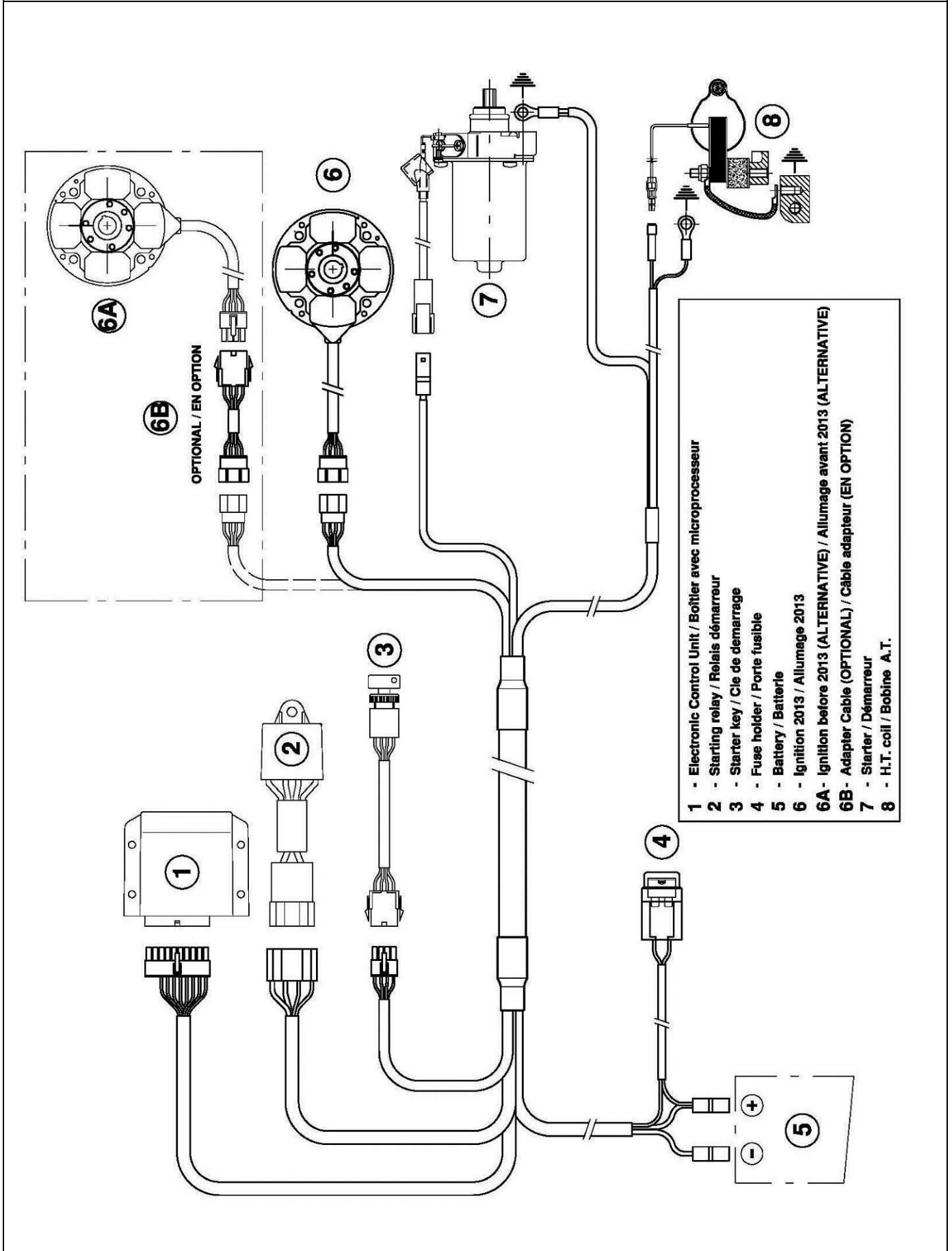
ALTERNATIVE



ALTERNATIVE RADIATOR IDENTIFICATION MARKING
MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR

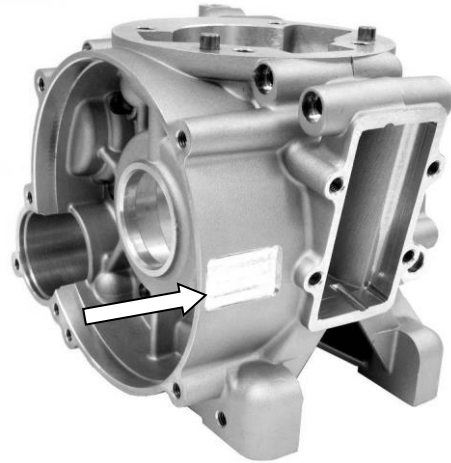


WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION 2013)
 SCHÉMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K" 2013)

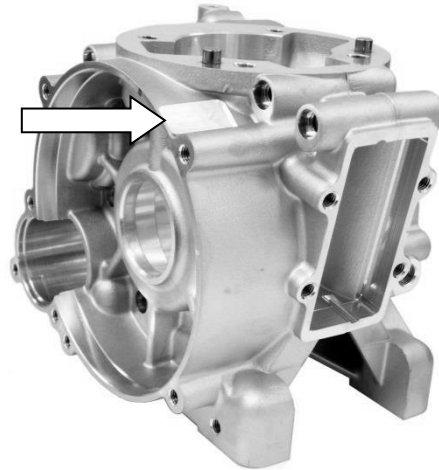


FROM 2014 ON - A PARTIR DE 2014

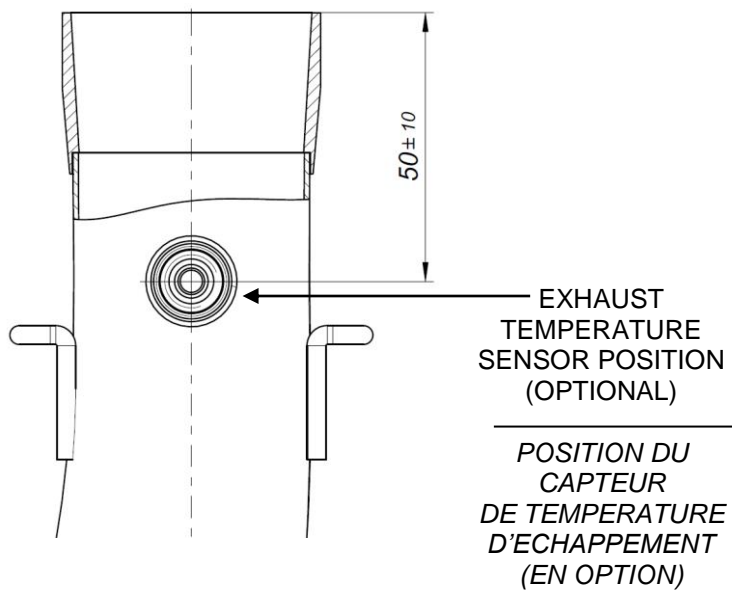
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



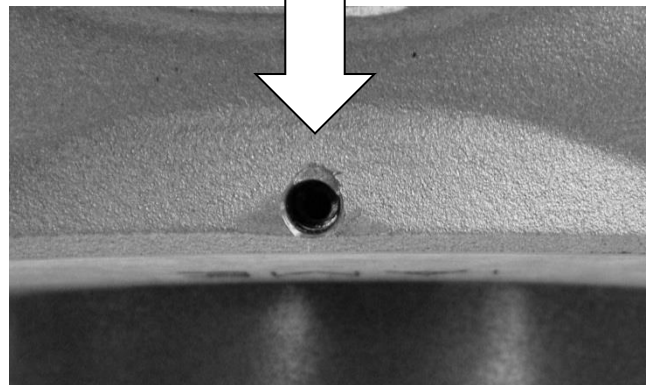
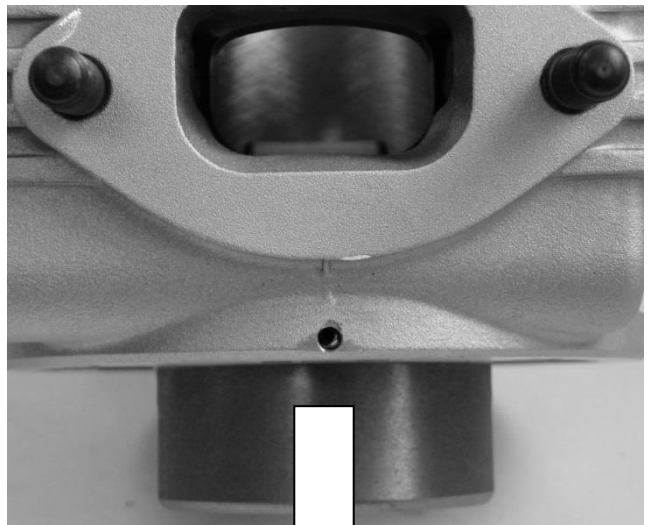
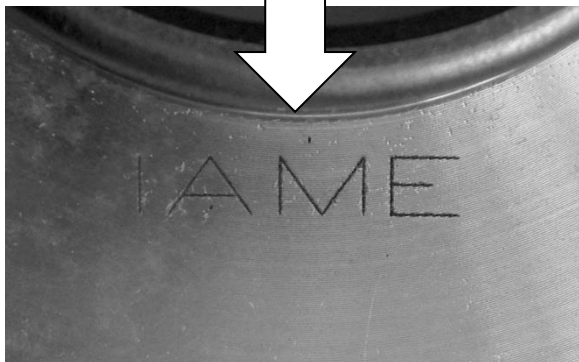
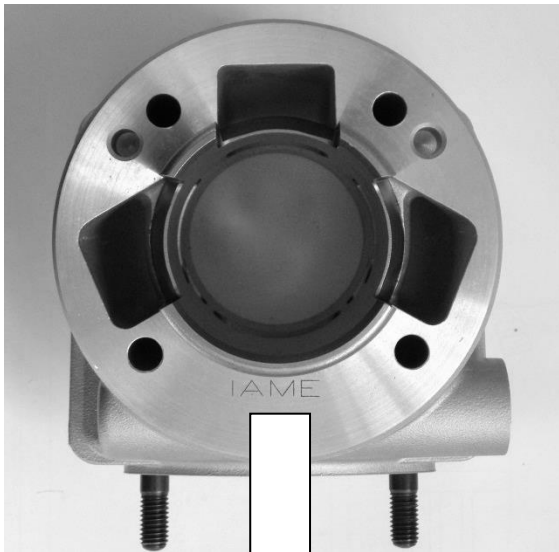
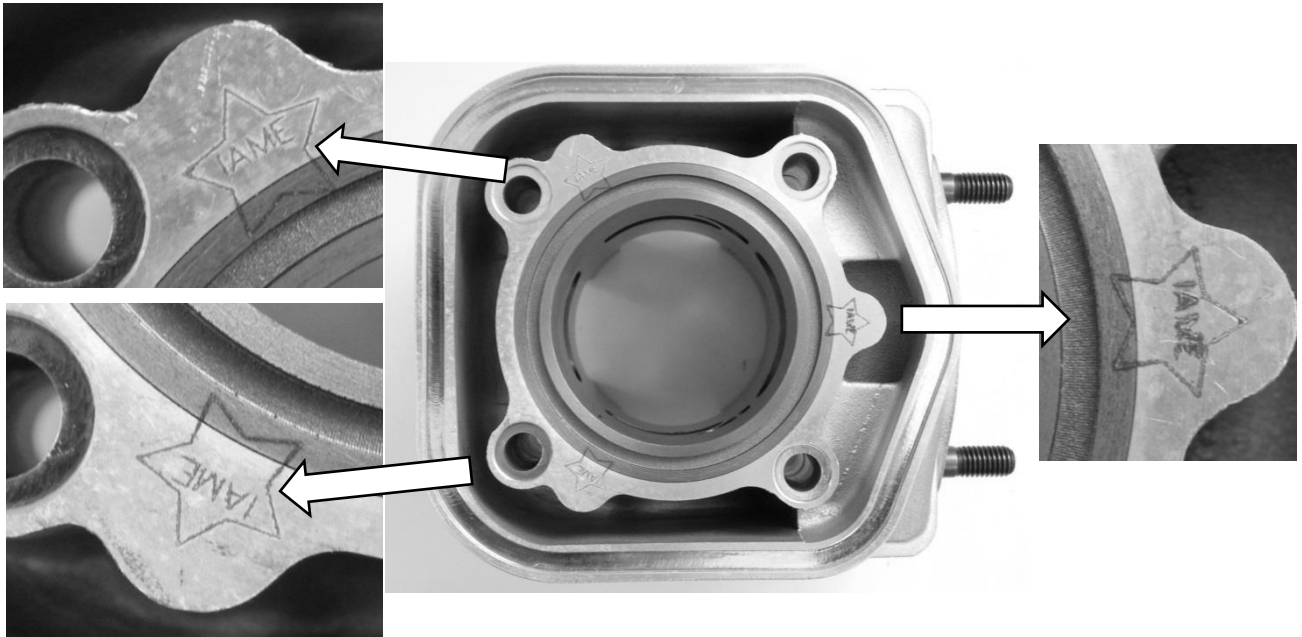
ALTERNATIVE AREA / ZONE ALTERNATIVE



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

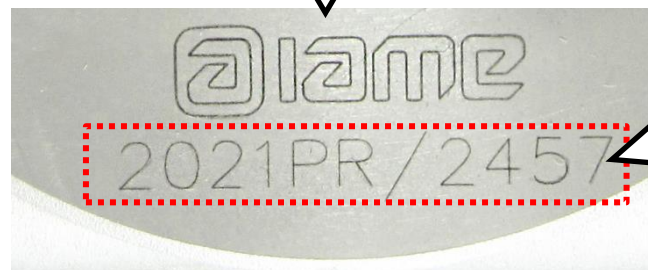
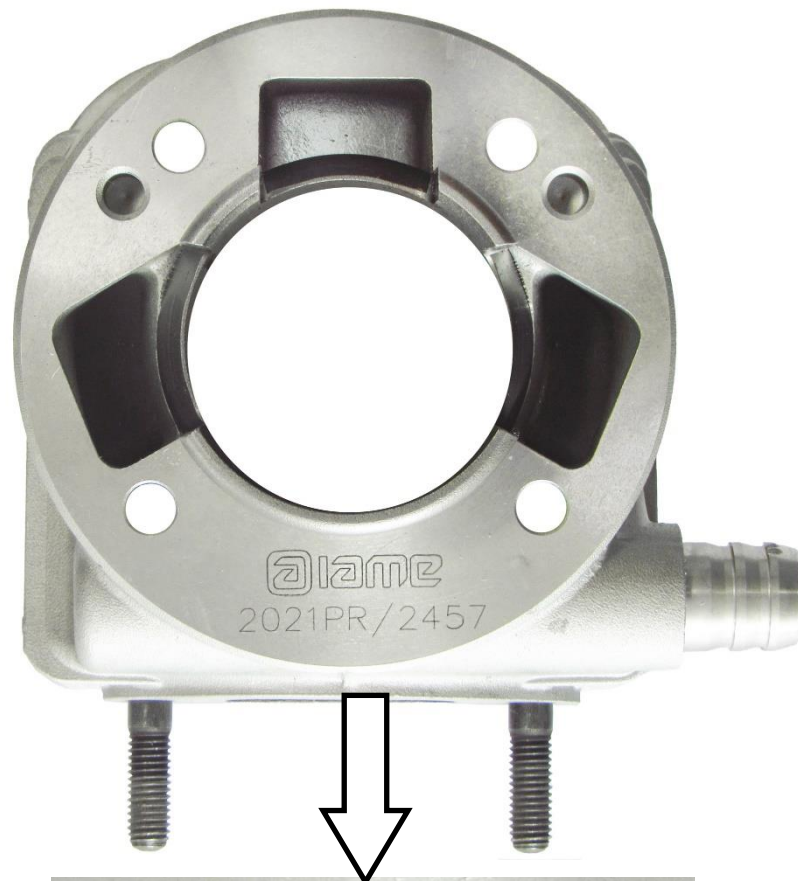


CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

ALTERNATIVE

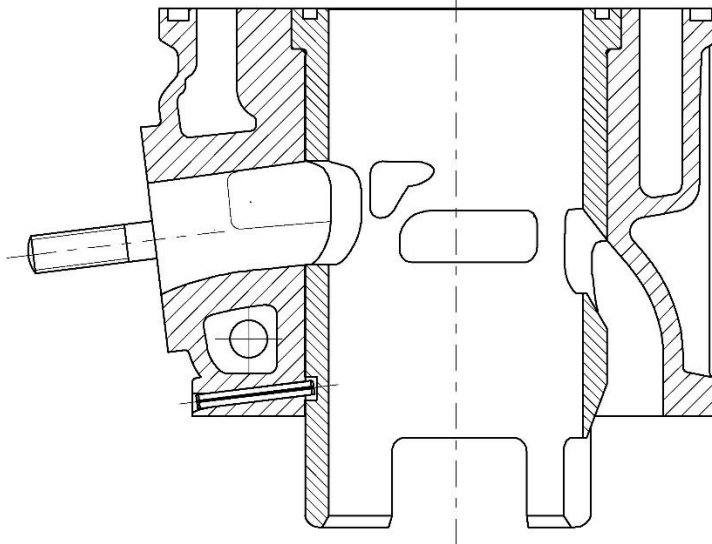


VARIABLE

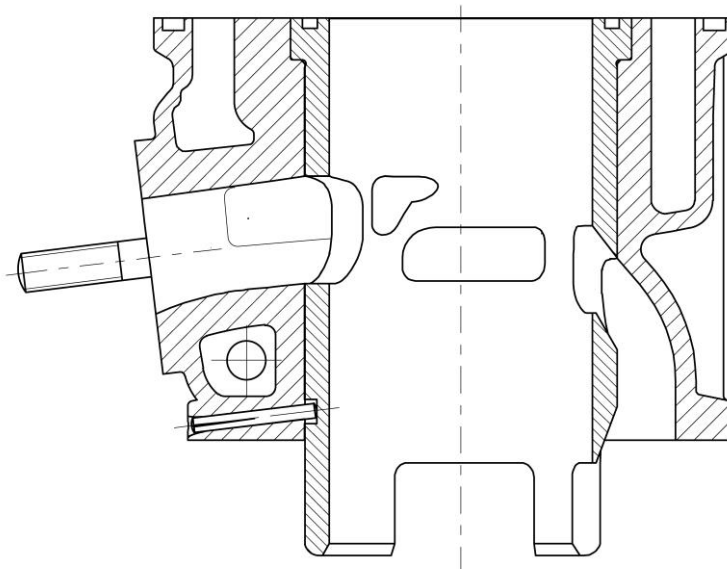
FROM 2025 ON - A PARTIR DE 2025

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)



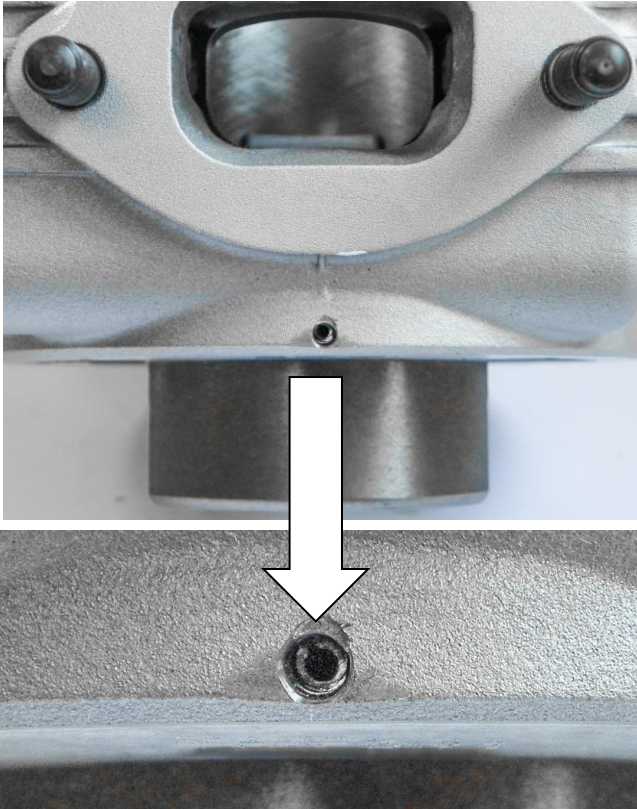
ALTERNATIVE PIN (GROOVED PIN)
GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)



FROM 2025 ON - A PARTIR DE 2025

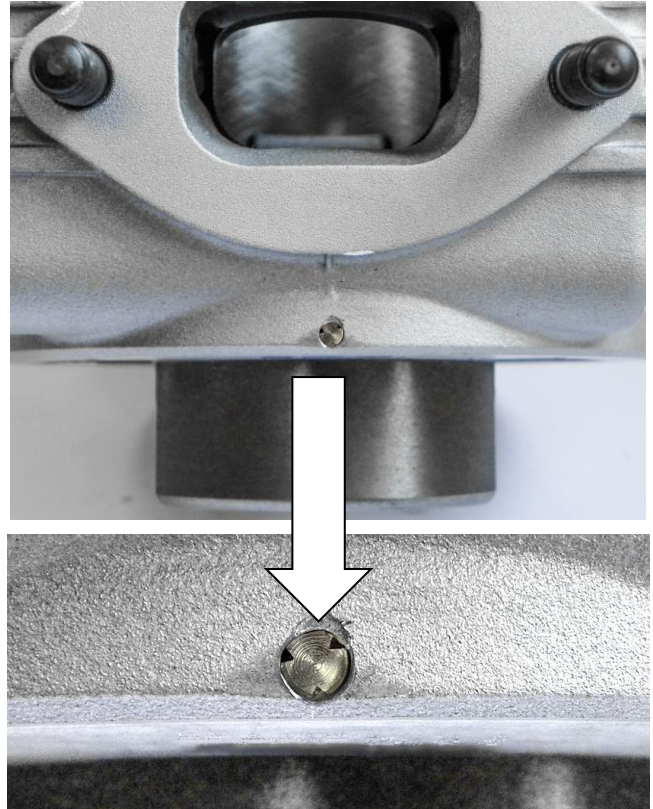
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN
IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF

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

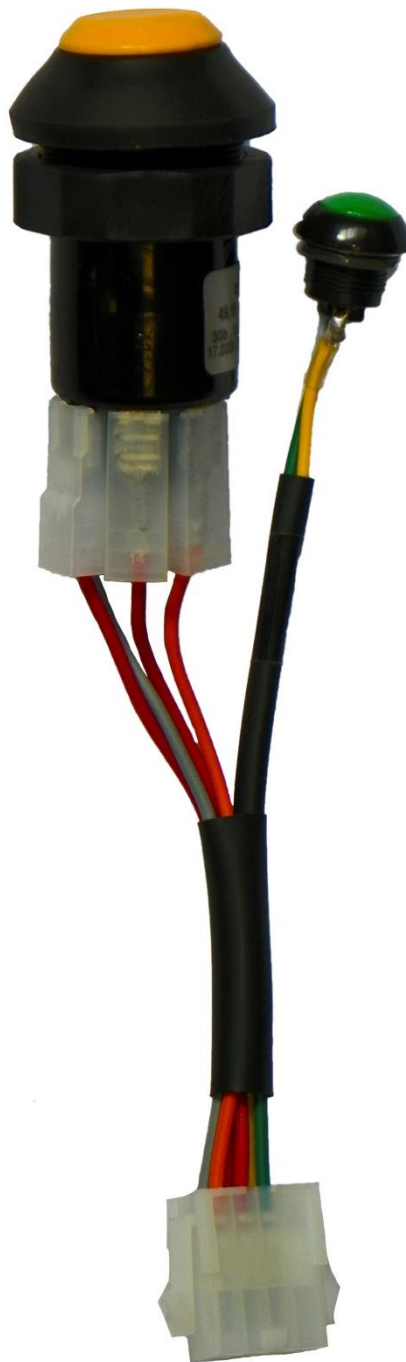
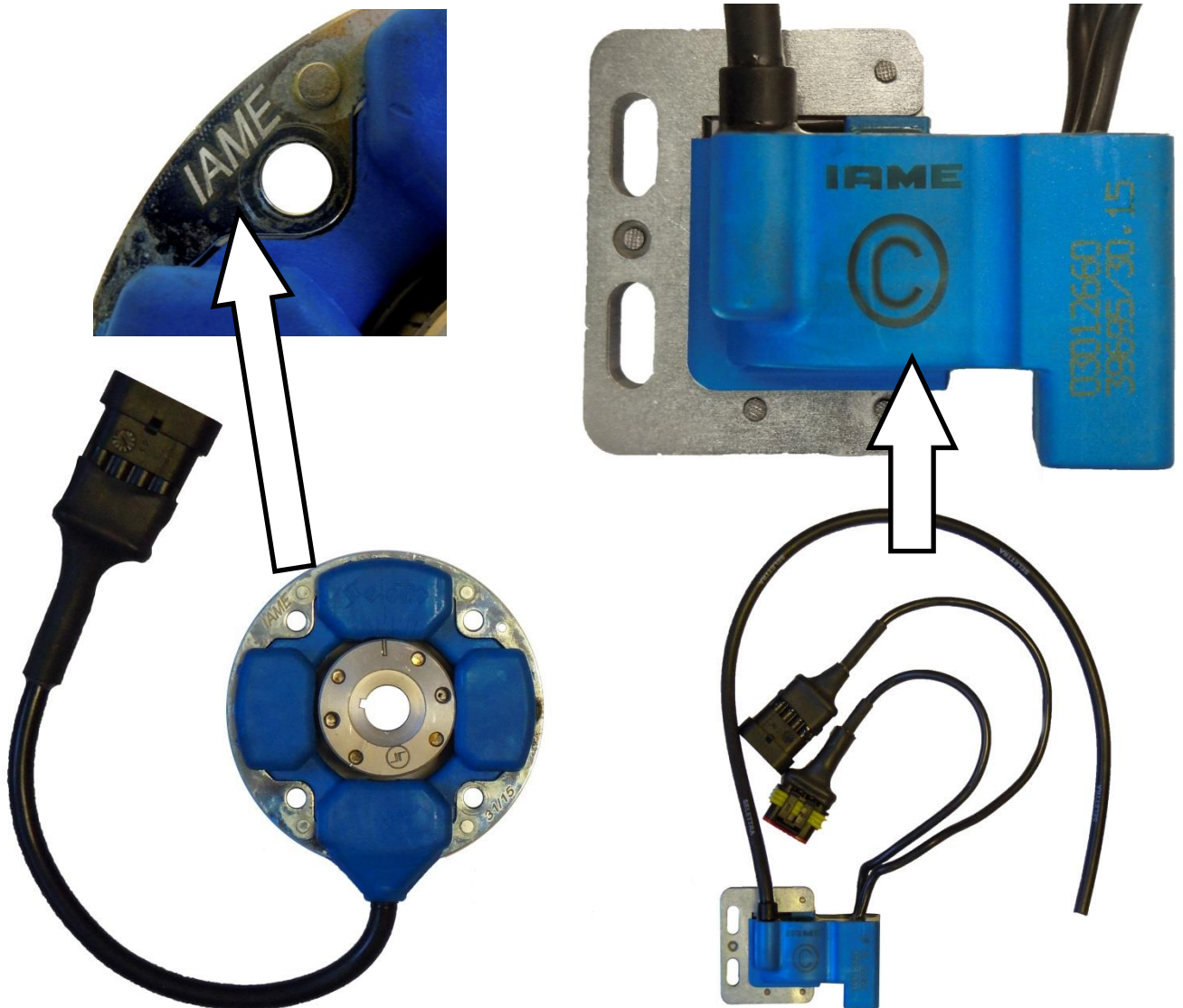


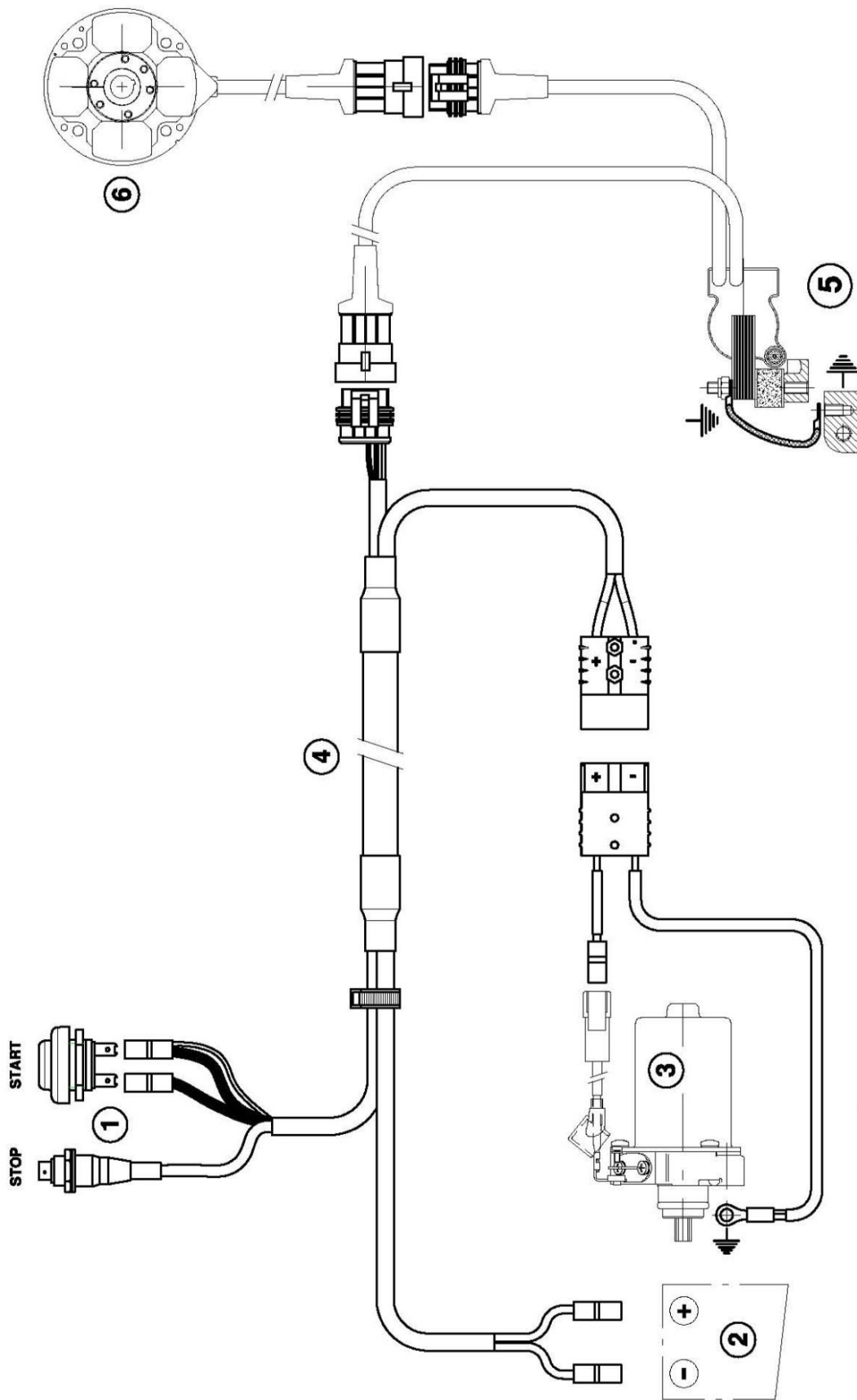
PHOTO COMPLETE ALTERNATIVE WIRING LOOM
PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



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")

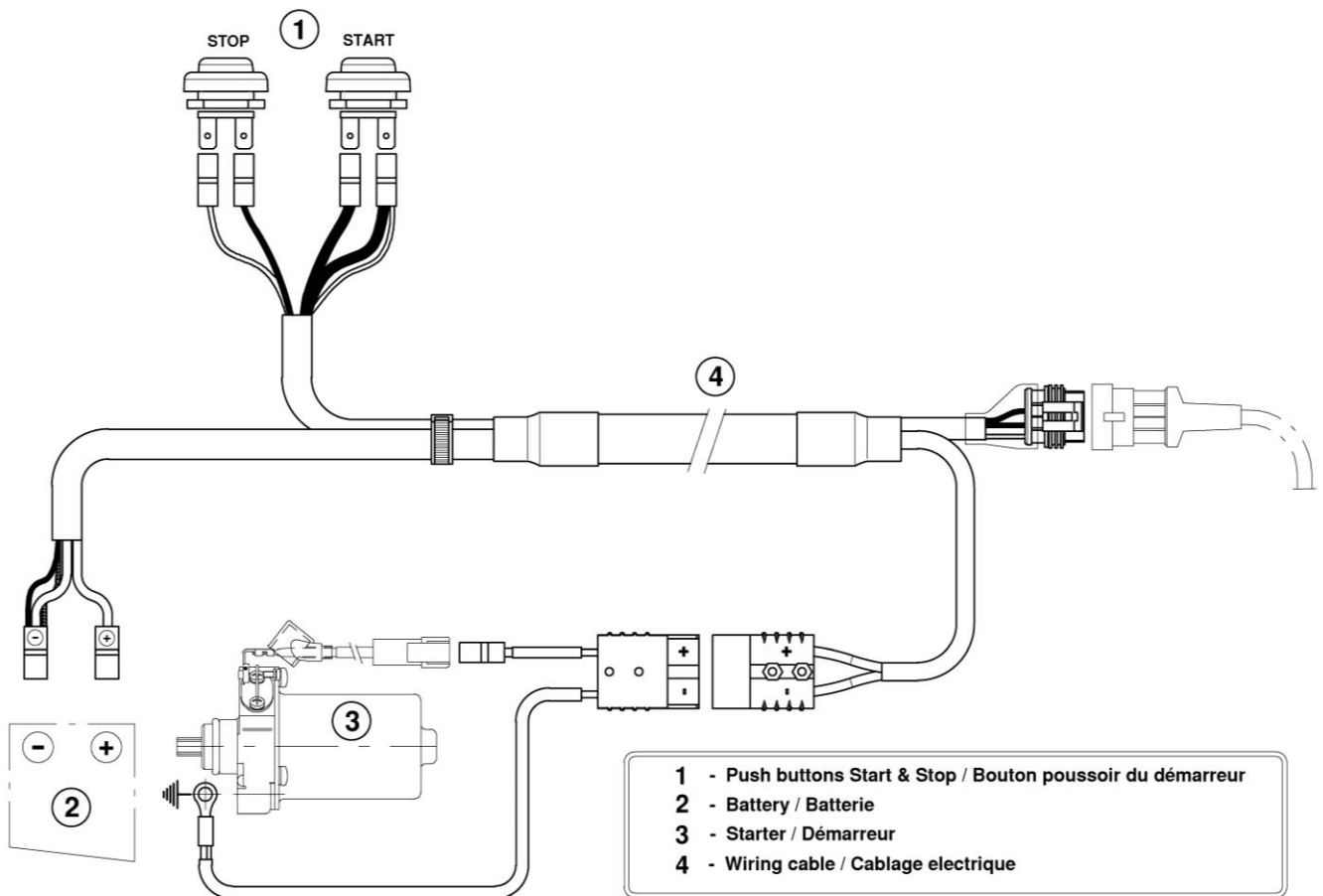


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Démarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit / Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

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

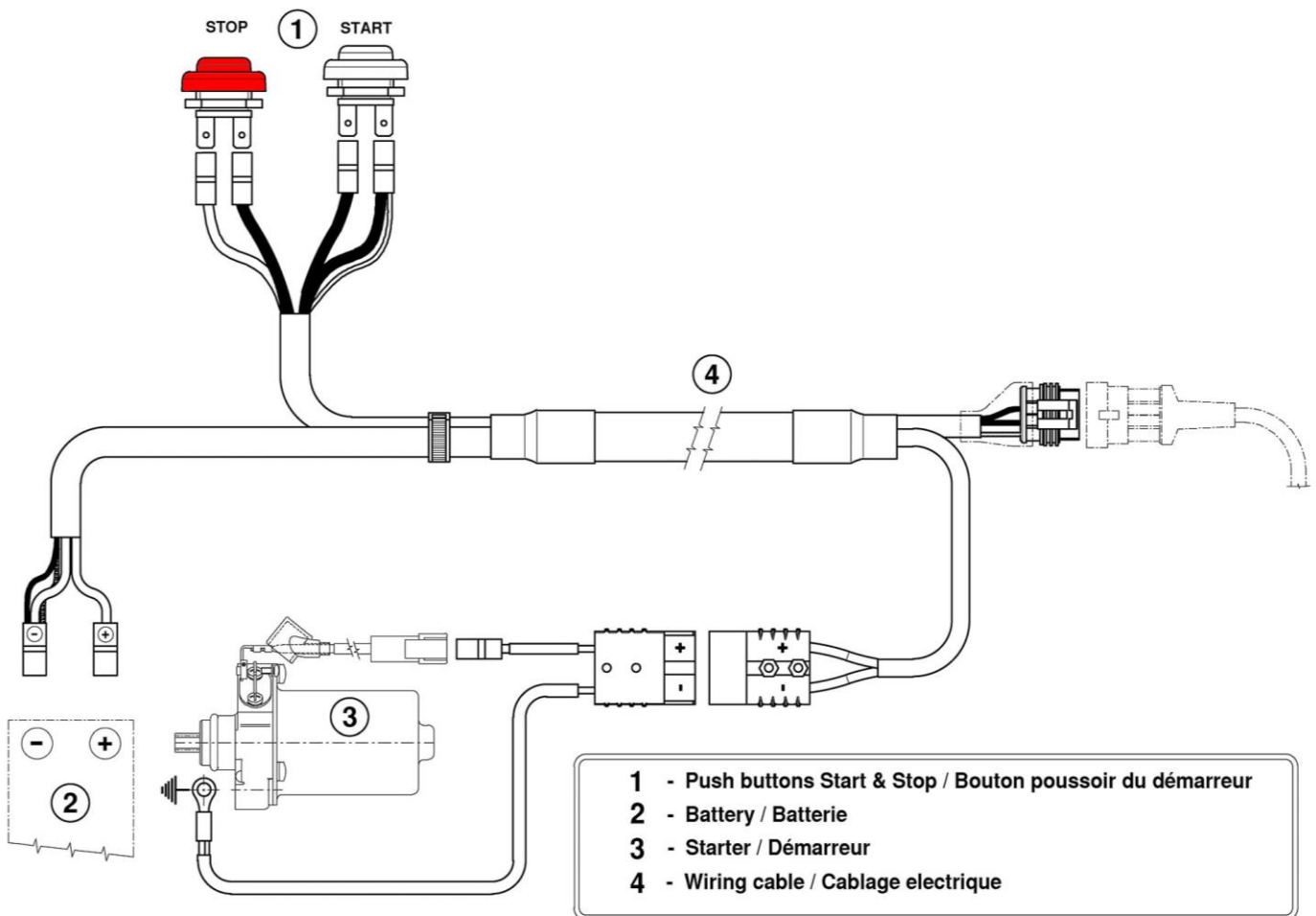
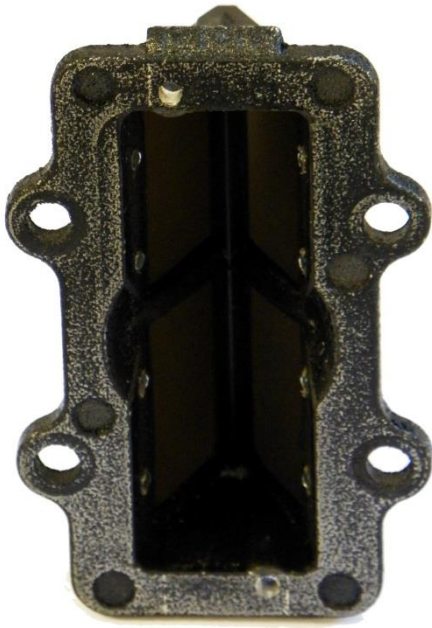
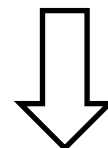
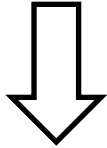


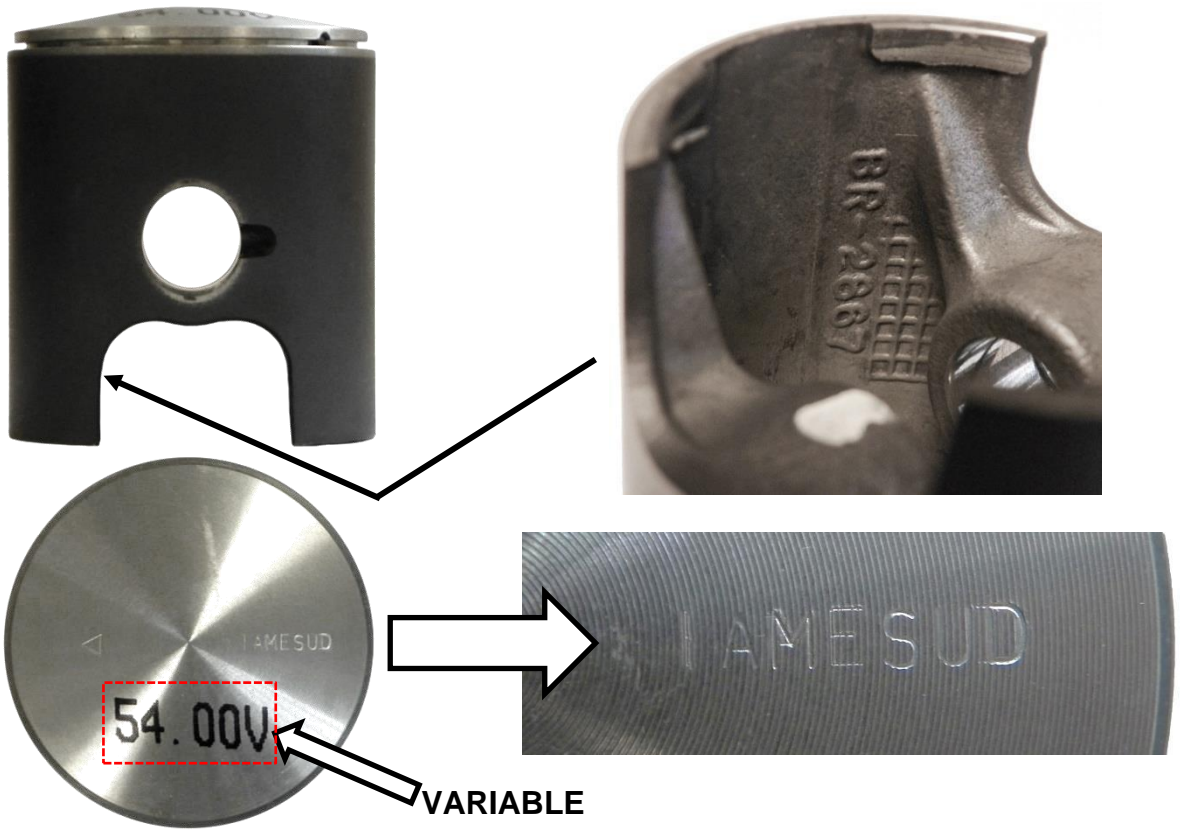
PHOTO IDENTIFICATION REED GROUP
PHOTO IDENTIFICATION BOÎTE À CLAPETS

ACTUAL VERSION
VERSION COURANTE

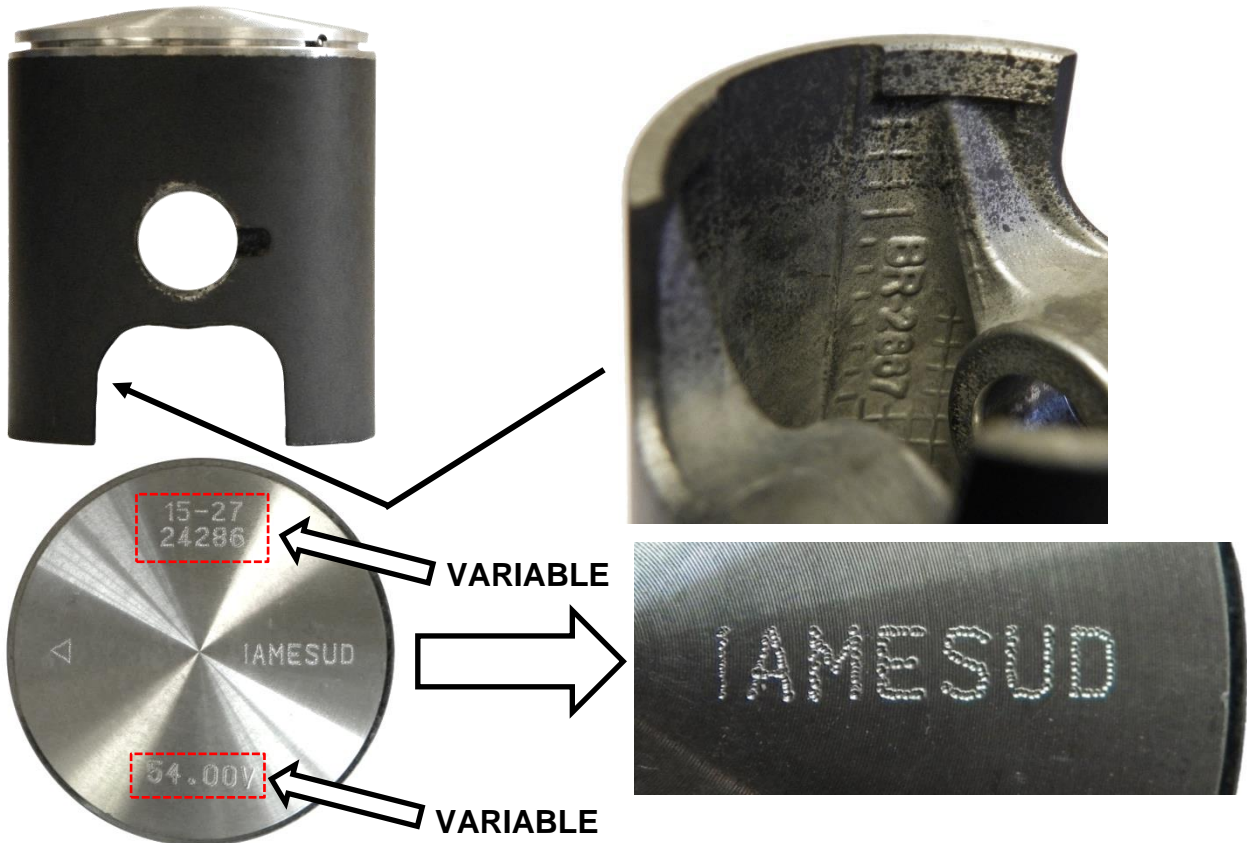
ALTERNATIVE VERSION
VERSION ALTERNATIVE



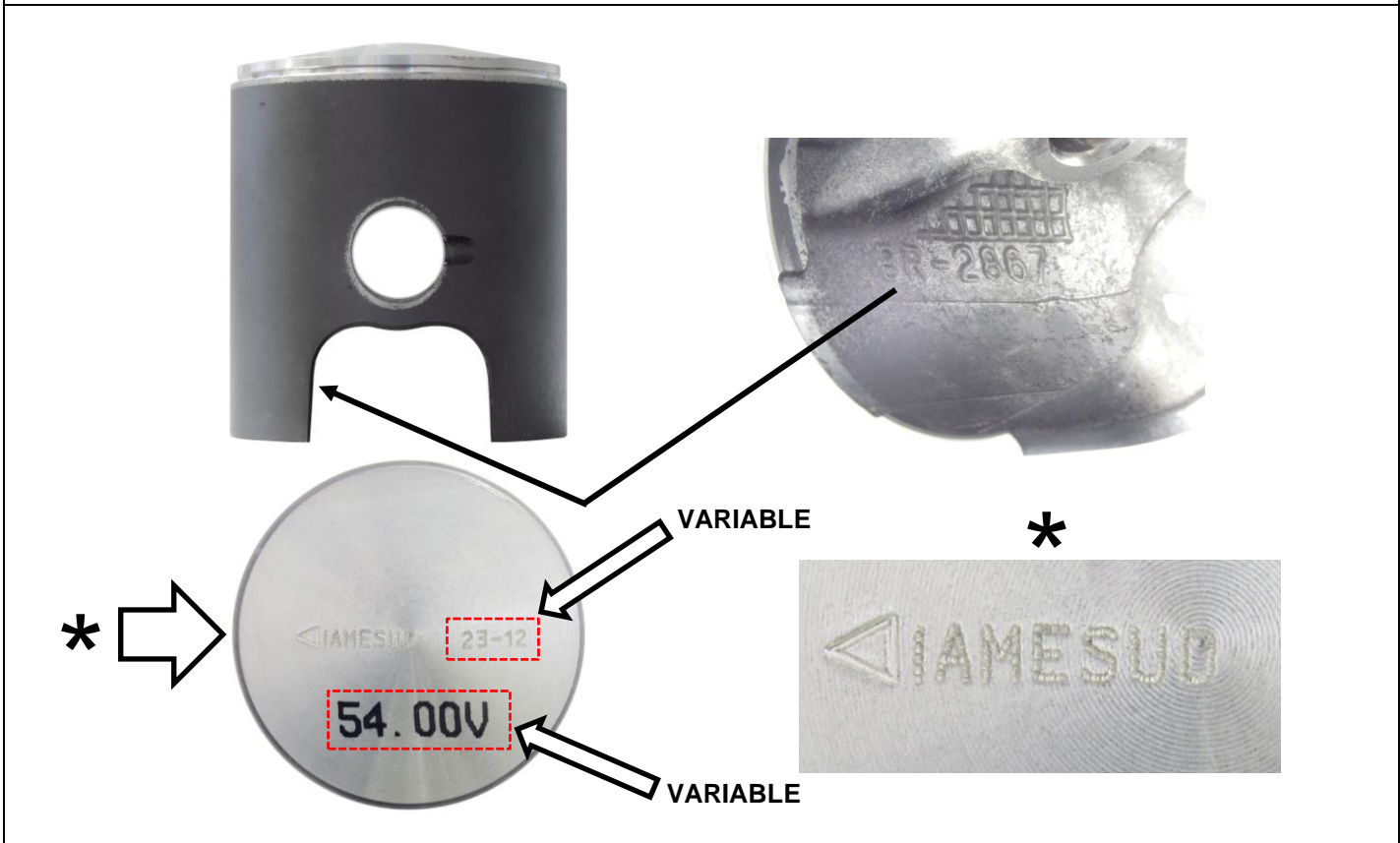
ACTUAL PISTON
PISTON COURANT



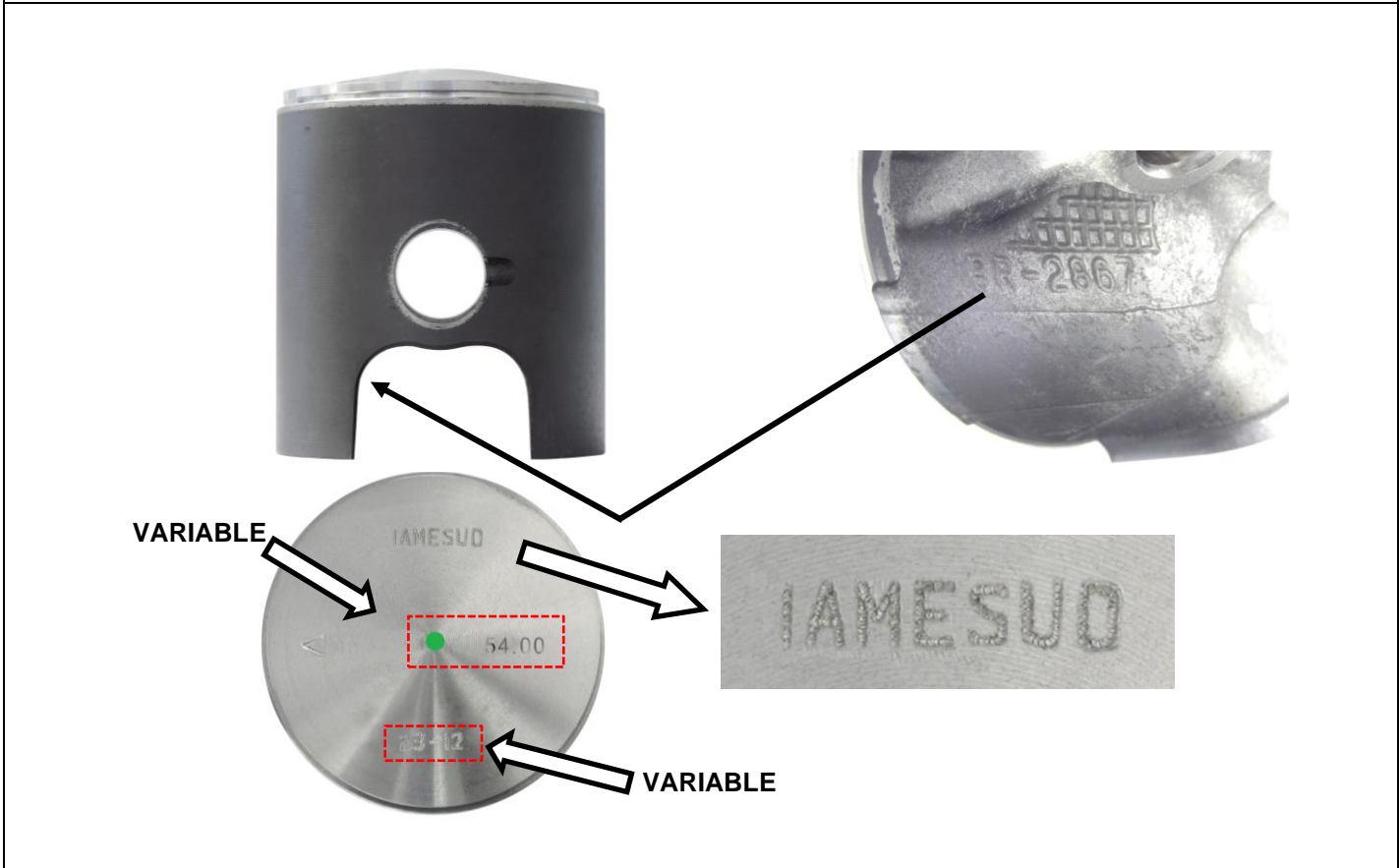
ALTERNATIVE PISTON
PISTON ALTERNATIF



ALTERNATIVE PISTON MARKING
 MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE PISTON MARKING
 MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE CONROD
BIELLE ALTERNATIVE

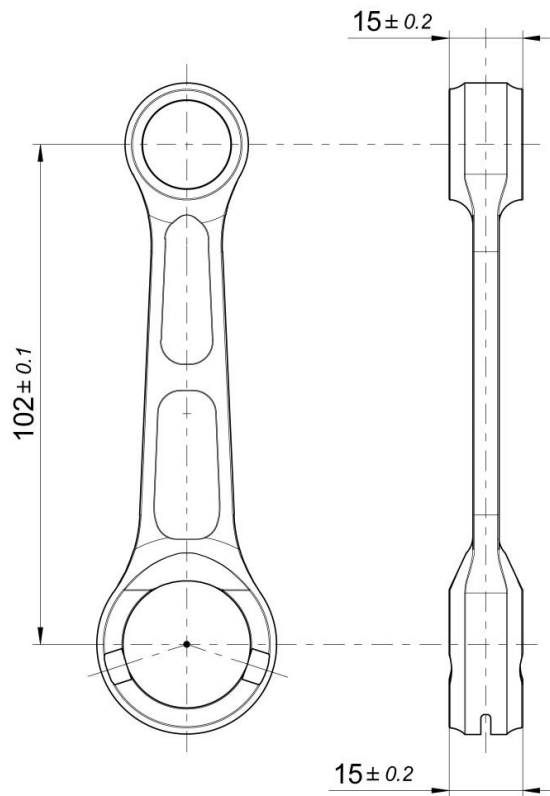
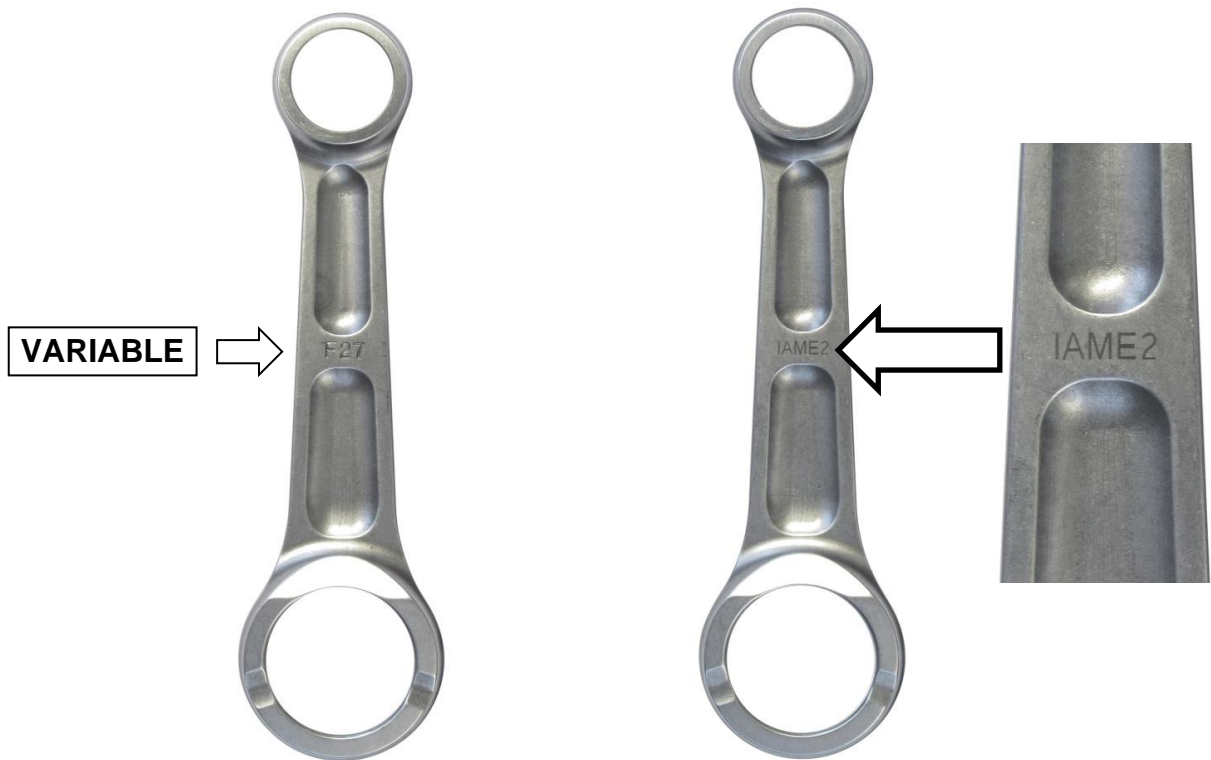


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE
PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



**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 ALTERNATIVES





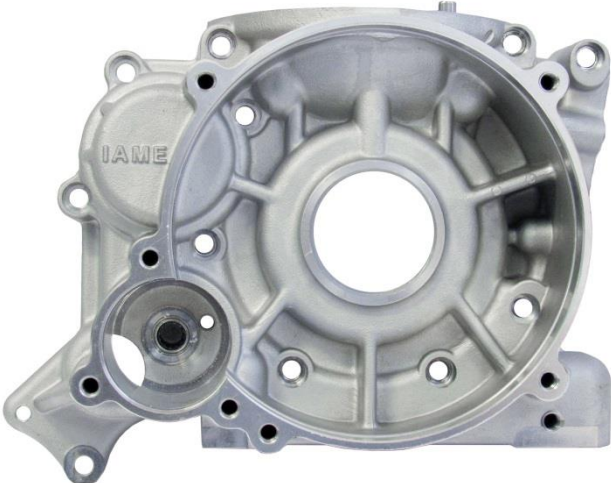

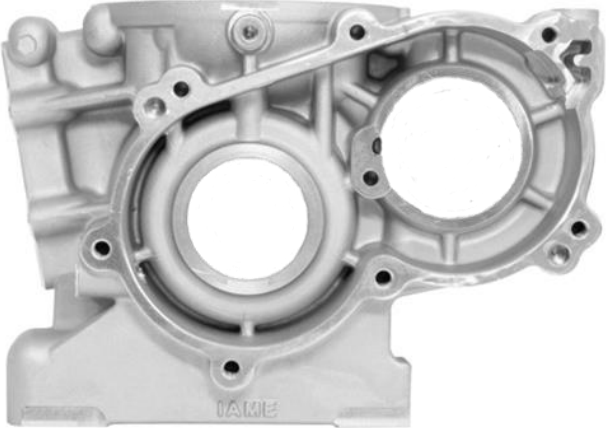
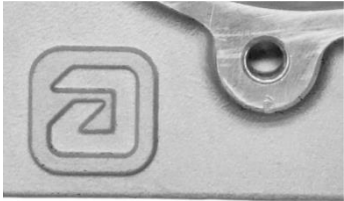
TYPE 1



TYPE 2



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

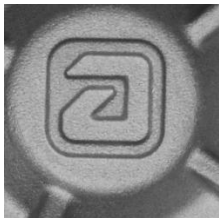
<p align="center">CYLINDER HEAD CULASSE</p>  <p align="center">NEW / NOUVEAU LOGO</p> 	<p align="center">CYLINDER CYLINDRE</p>  <p align="center">NEW / NOUVEAU LOGO</p> 
<p align="center">SEMICARTER TRANSMISSION SIDE DEMI-CARTER CÔTÉ PIGNON</p>  <p align="center">NEW / NOUVEAU LOGO</p> 	<p align="center">SEMICARTER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



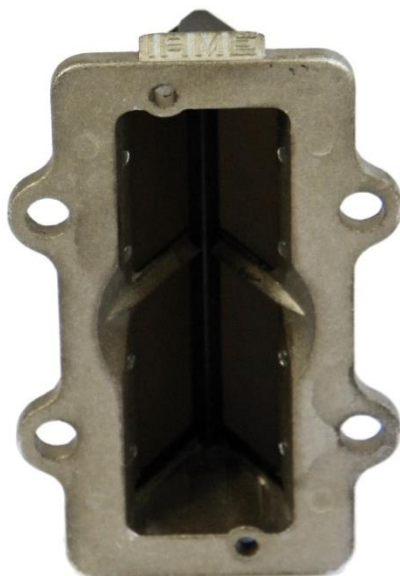
NEW / NOUVEAU LOGO



REED GROUP
 GROUPE CLAPETS



NEW / NOUVEAU LOGO





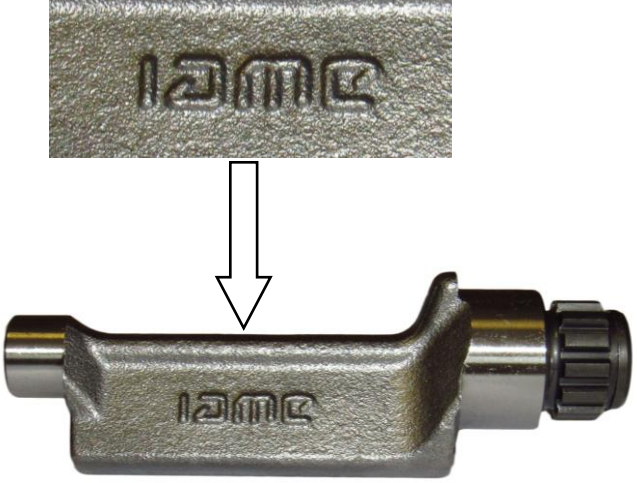
CARBURETTOR INLET CONVEYOR
 CONVOYEUR D'ADMISSION



NEW / NOUVEAU LOGO



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

<p align="center">RADIATOR RADIATEUR</p>	<p align="center">EXHAUST SILENCER ECHAPPEMENT</p>
<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows a rectangular radiator with a black top cap and a black bottom base. To its right is a vertical rectangular plate with the 'IAME' logo embossed in a stylized, bold font.</p>	<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows a curved metal exhaust silencer. Above it is a rectangular plate with the 'IAME' logo embossed. Below the silencer is a circular metal component with the 'IAME' logo embossed on its top surface. Below that is another rectangular plate with the 'IAME' logo embossed.</p>
<p align="center">BALANCING SHAFT ARBRE D'EQUILIBRAGE</p>	
<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows a balancing shaft component. Above it is a rectangular plate with the 'IAME' logo embossed. A white arrow points from the logo on the plate down to the shaft, which has the 'IAME' logo embossed on its side.</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»

I A M E

or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"

IAME

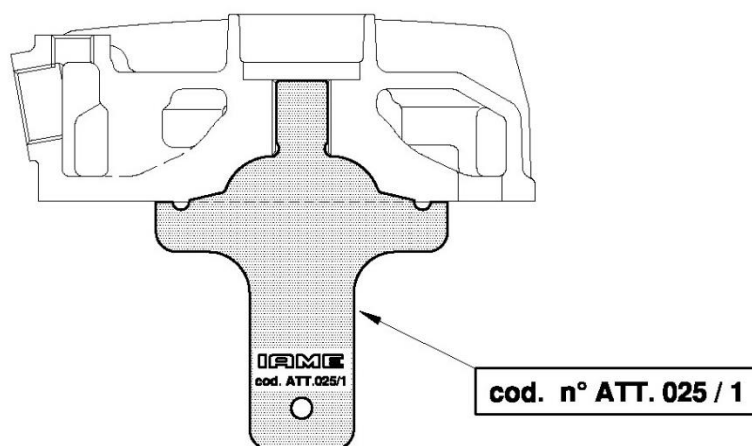
or

IAME

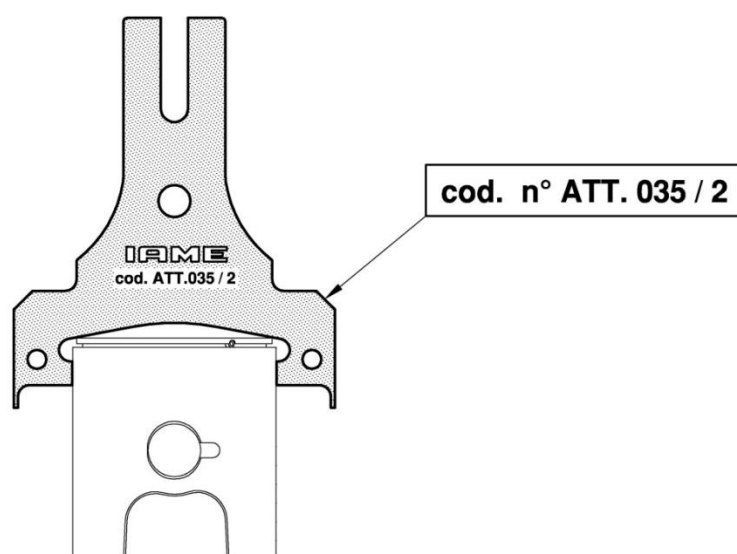
or

IAME

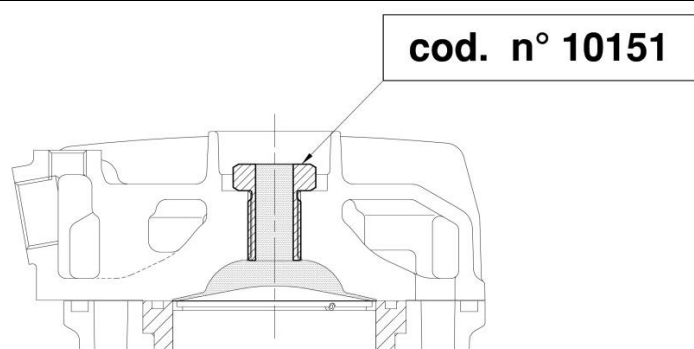
TEMPLATE FOR COMBUSTION CHAMBER SHAPE
GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION



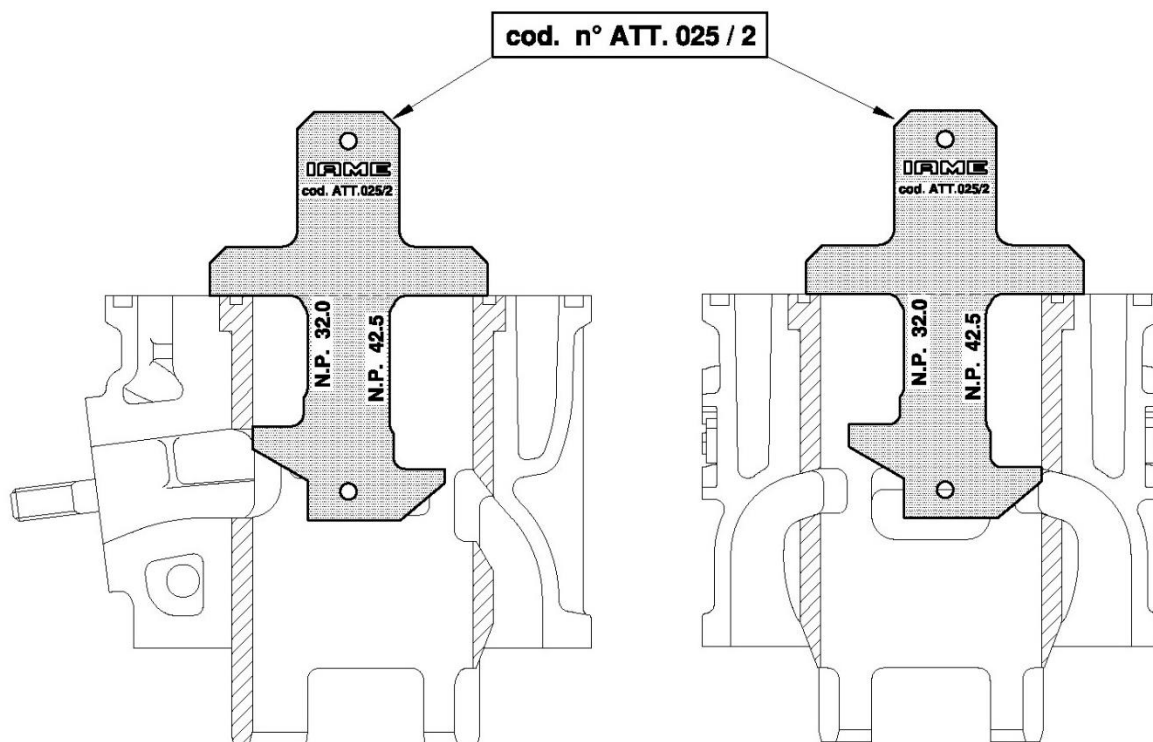
TEMPLATE FOR THE PISTON DOME
GABARIT POUR LE DÔME DU PISTON



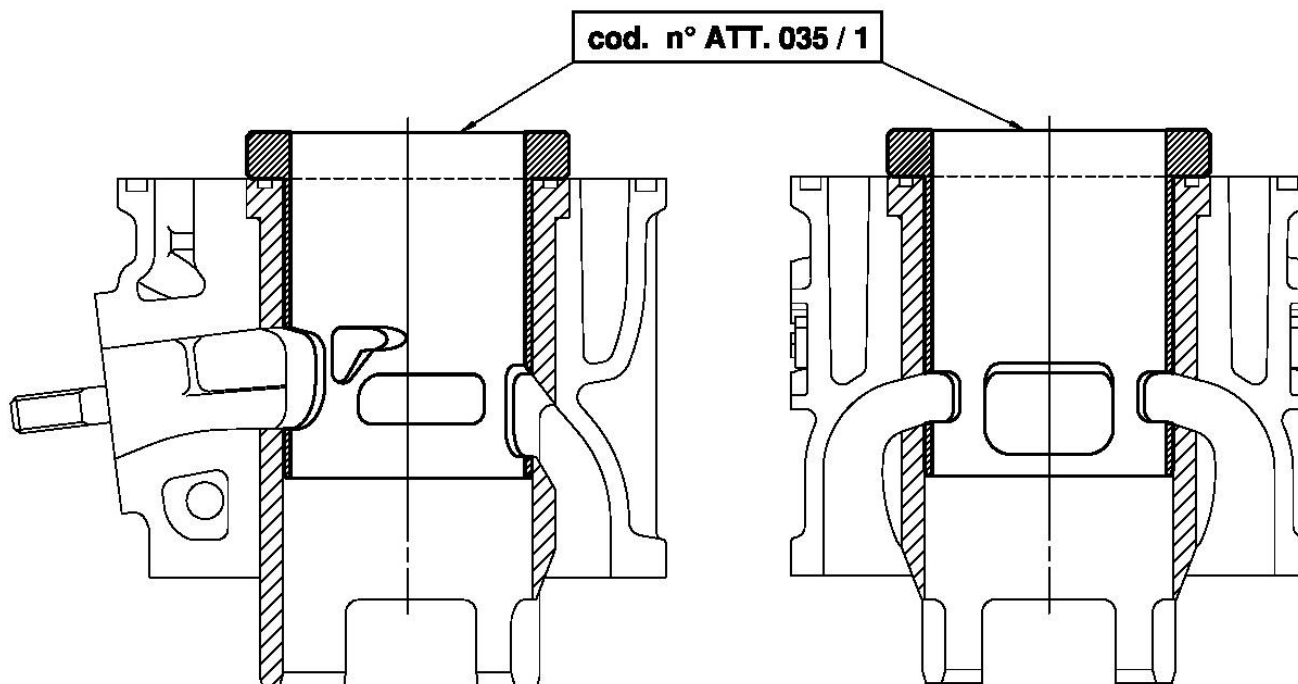
INSERT FOR COMBUSTION CHAMBER VOLUME
INSERT POUR LE VOLUME DE LA CHAMBRE DE COMBUSTION



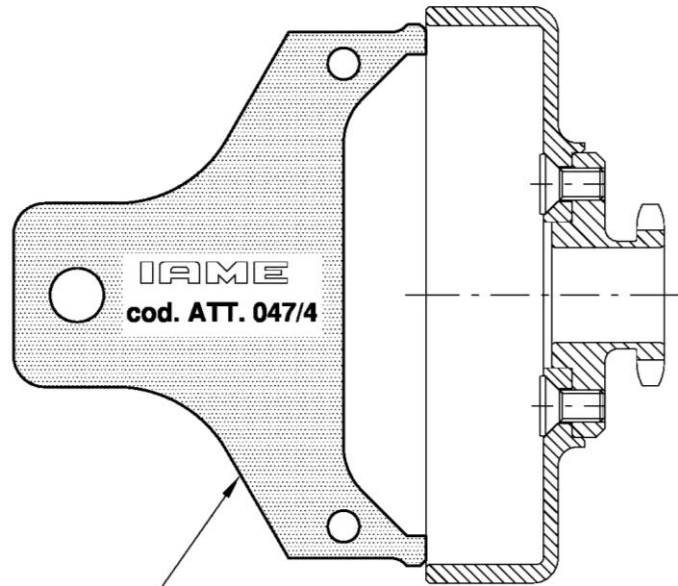
NO GO GAUGE FOR THE HEIGHT OF EXHAUST PORT AND LATERAL TRANSFERS
GABARIT POUR LA HAUTEUR DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX



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

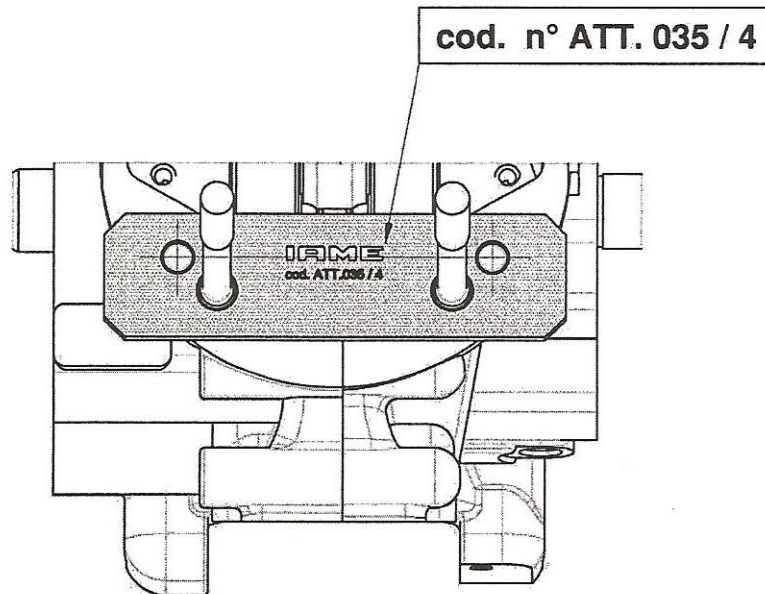


NO-GO GAUGE FOR CLUTCH DRUM
GABARIT POUR LA CLOCHE D'EMBAYAGE



cod. n° ATT. 047 / 4

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



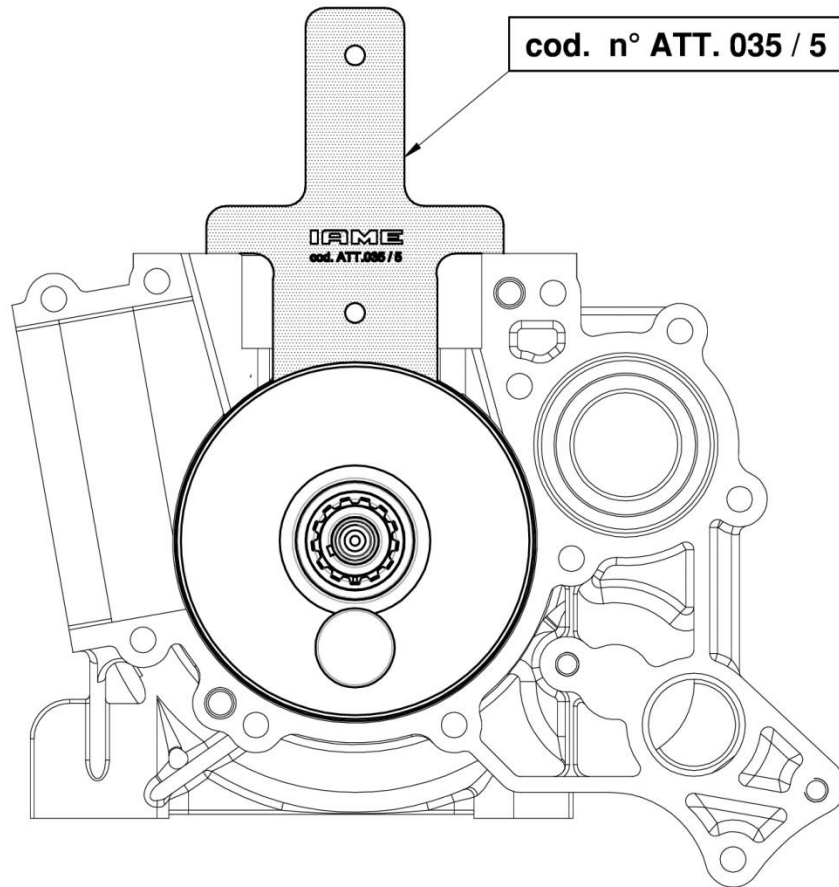
cod. n° ATT. 035 / 4

GAUGE FOR THE CYLINDER BASE PLANE ON THE CRANKCASE

It must touch the plane before touching the crankshaft

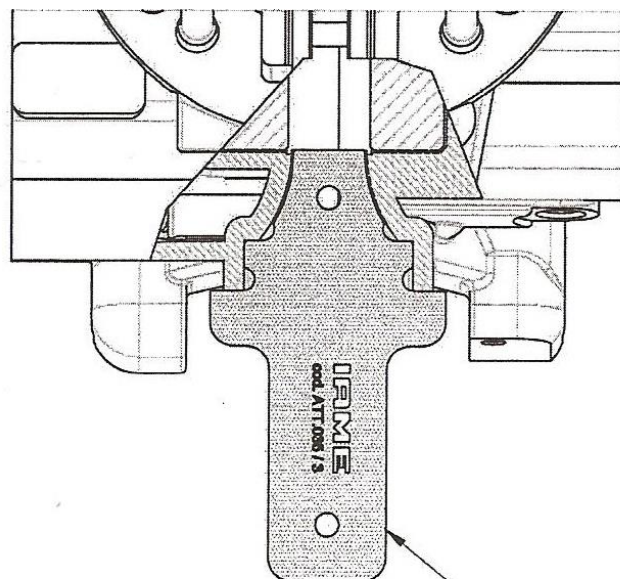
GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER

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 BÔTE À CLAPETS



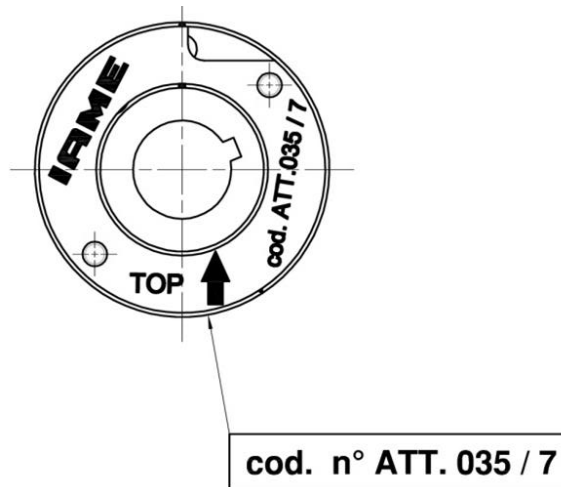
cod. n° ATT. 035 / 3

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

OK when the marking is hidden by the template

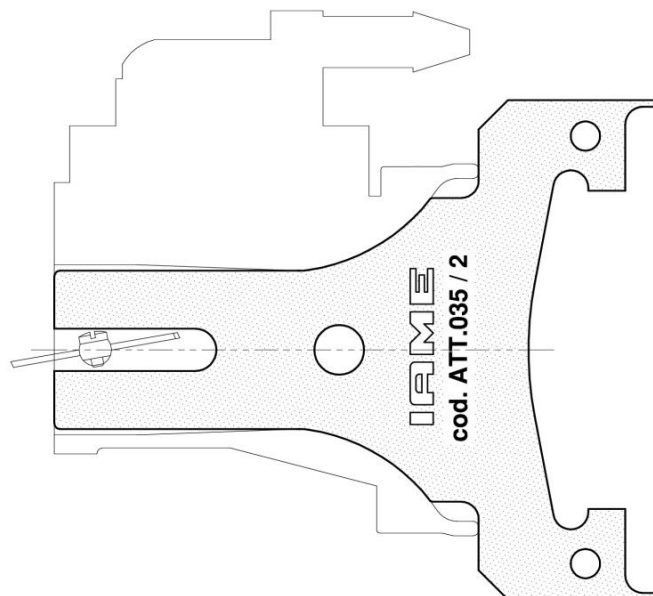
GABARIT POUR LA LE MARQUAGE DE PHASE SUR LE ROTOR SELETTA DIGITAL "S"

OK si le marquage est couvert par le gabarit



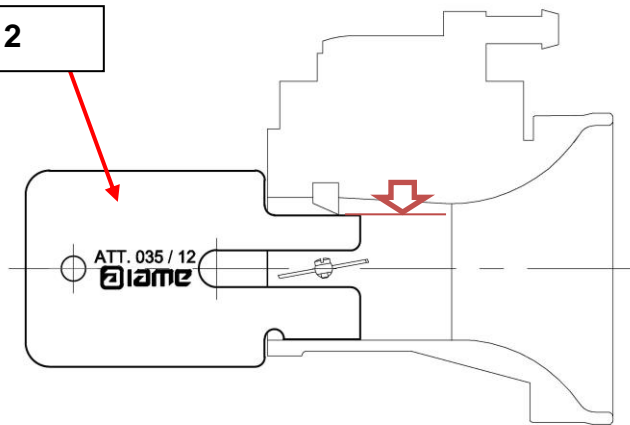
TEMPLATE FOR THE VENTURI SHAPE OF TILLOTSON HW-27A CARBURETTOR

GABARIT POUR LE VENTURI DU CARBURATEUR TILLOTSON HW-27A



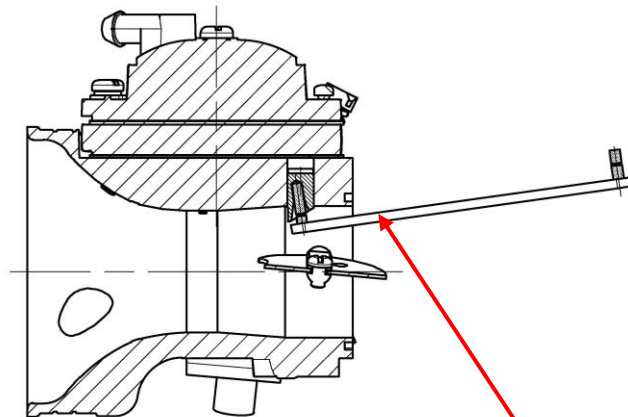
GAUGE FOR THE HEIGHT OF THE ATOMISER – IT MUST ENTER
GABARIT POUR LA HAUTEUR DU PULVERISATEUR - IL DOIT ENTRER

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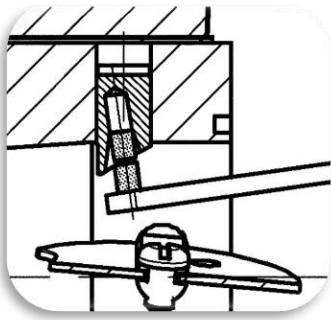


NO GO GAUGE FOR THE HOLE OF THE NOZZLE
GABARIT POUR LE TROU DU PULVERISATEUR

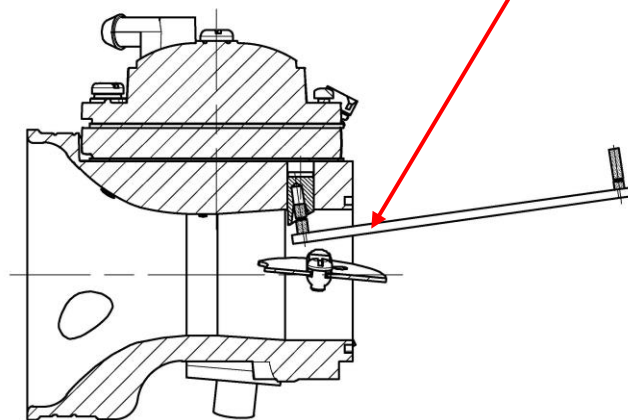
GO Side – must enter
Côté GO – doit entrer



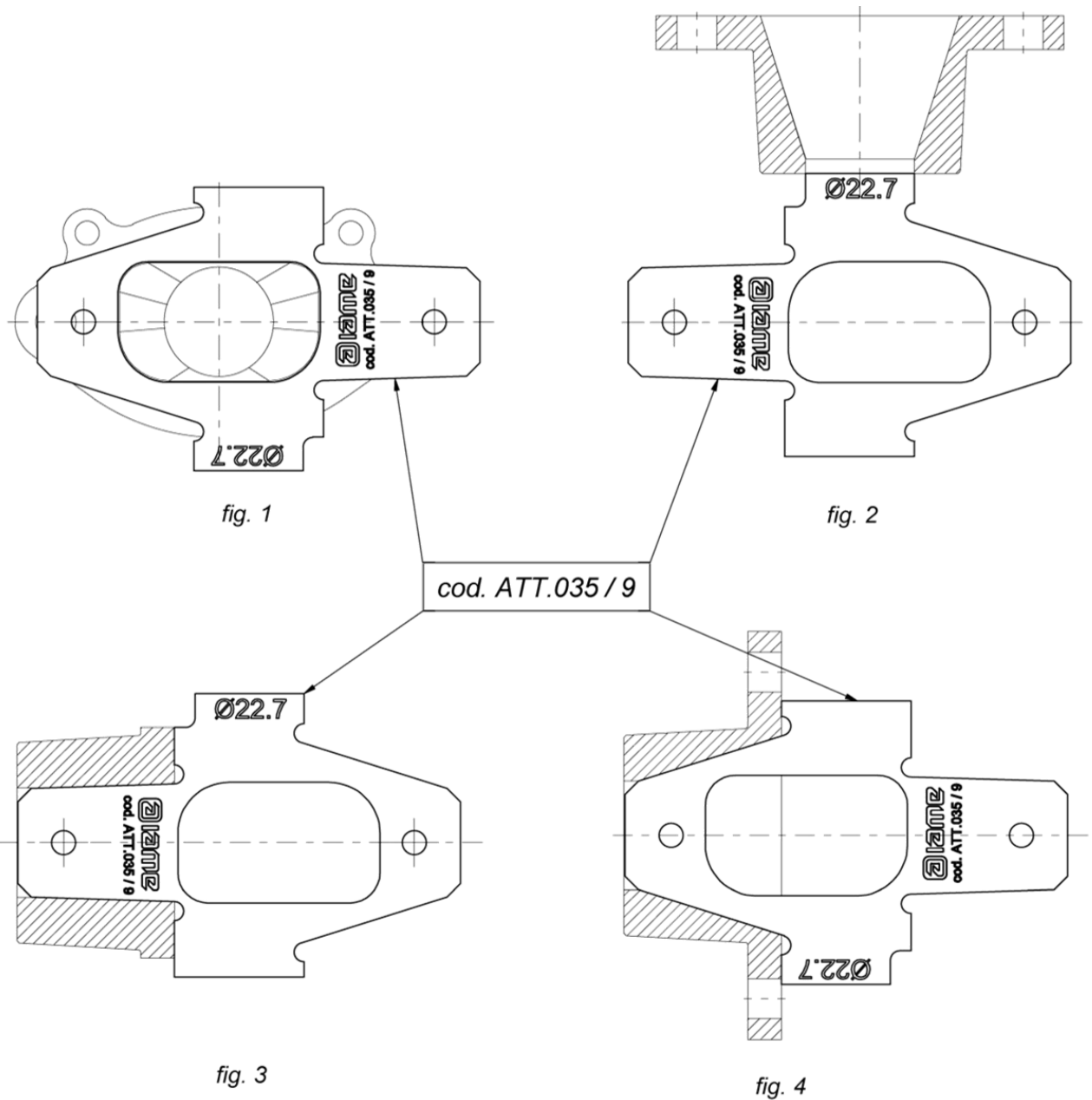
NO GO Side – must not enter
Côté NO GO – ne doit pas entrer



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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 TOIT ÊTRE LA MEME QUE L'OUTIL