

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
Carburateur Tillotson

HW-27A
(Ø27 Venturi)

Inlet / exhaust ports number
N° lumières admiss. / échapp.

3 / 3

Number of piston rings
Nombre de segments

1

Combustion chamber shape
Forme chambre de combustion

Spherical
Sphérique

Big end conr. bearing diam.
Diamètre roulement tête de bielle

20x26x15

Selettra or PVL ignition
Allumage Selettra ou PVL

Digital

Crankshaft bearing diam.
Diamètre roulement du vilebrequin

30x62x16

Distance between conrod centers
Longueur (entraxe) de la bielle

102 mm

Small end conr. bearing diam.
Diamètre roulement pied de bielle

14x18x17.5

RPM limiter
Limiteur de régime

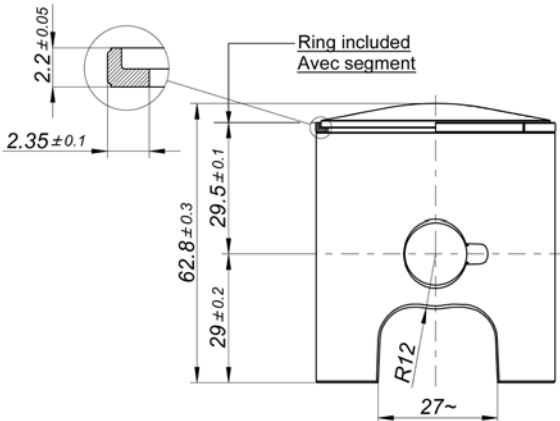
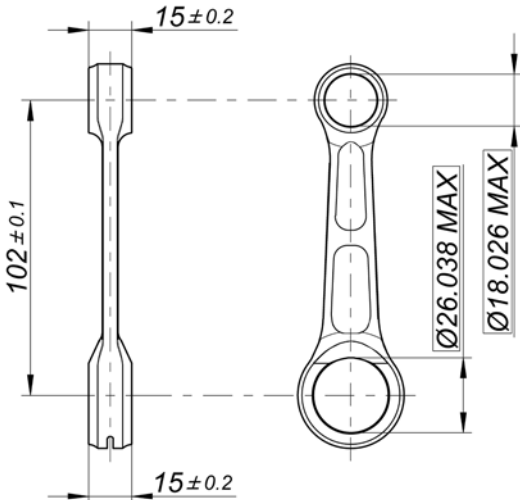
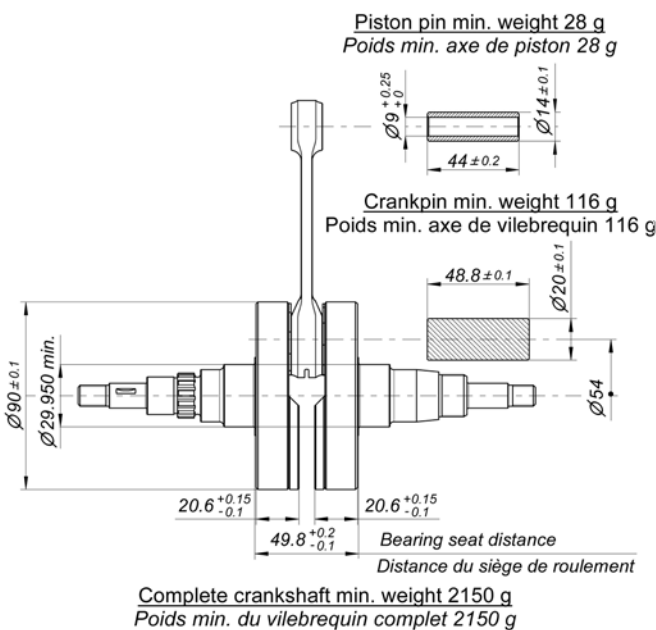
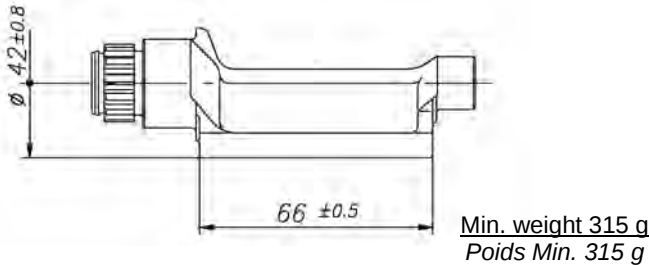
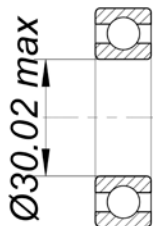
Yes
Oui

Balancing shaft
Arbre d'équilibrage

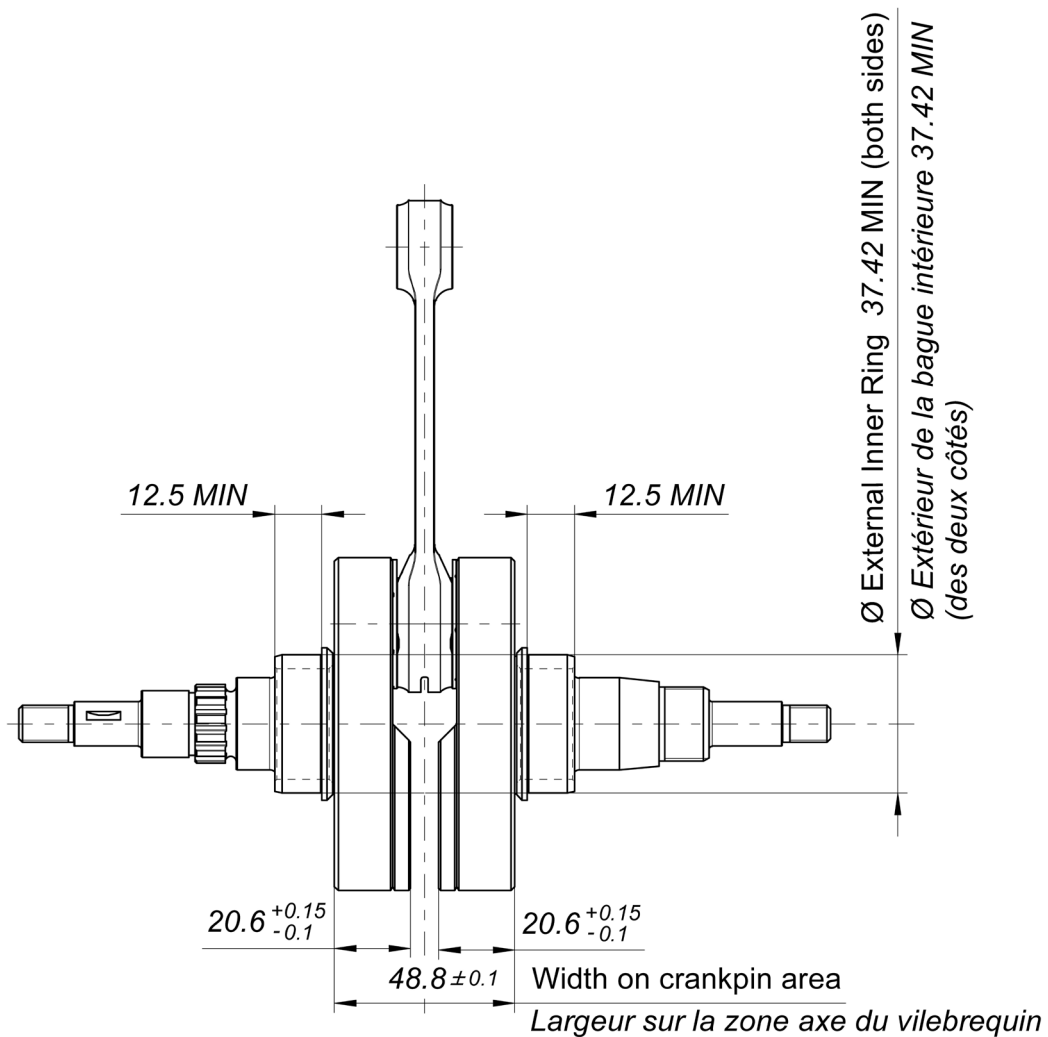
Yes
Oui

Electric starter
Démarrreur électrique

Yes
Oui

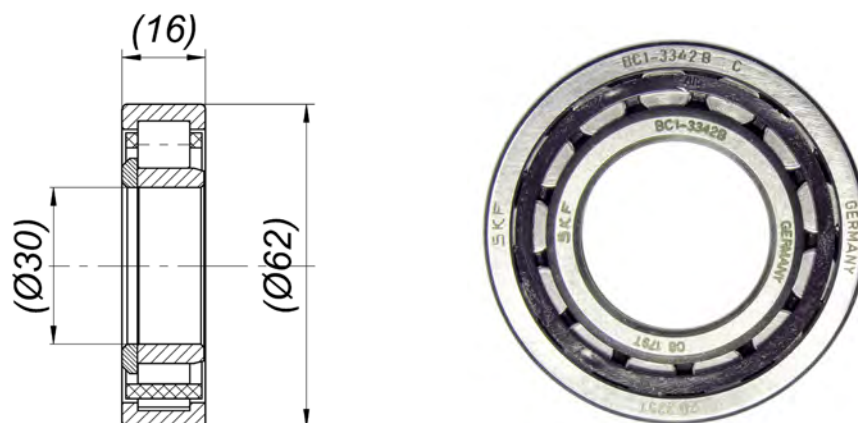
DESCRIPTION OF THE MATERIAL DESCRIPTION DES MATERIAUX		PISTON
Conrod material Matériau de la bielle	Steel Acier	 Piston min. weight (ring incl.) 128 g Poids min. piston (avec segment) 128g
Crankshaft material Matériau du vilebrequin	Steel Acier	
Balancing shaft material Matériau de l'arbre d'équilibrage	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		 Complete crankshaft min. weight 2150 g Poids min. du vilebrequin complet 2150 g
		 Min. weight 315 g Poids Min. 315 g
		CRANKSHAFT BALL BEARINGS ROULEMENTS À BILLES DU VILEBREQUIN
		 Ø30.02 max

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

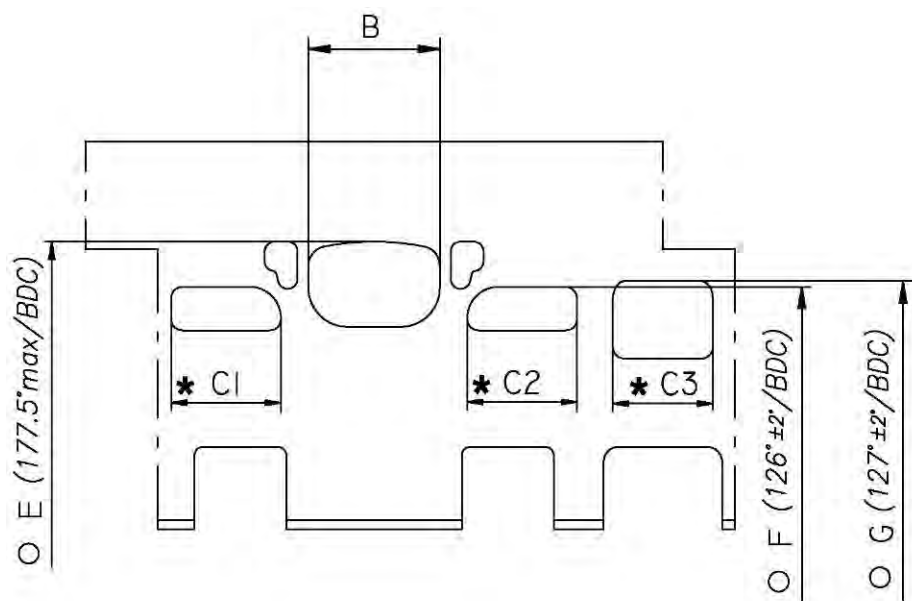


Crankshaft complete min. Weight 2220 g
Poids min. du vilebrequin

ROLLER MAIN BEARING
ROULEMENTS À ROULEAUX DU VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

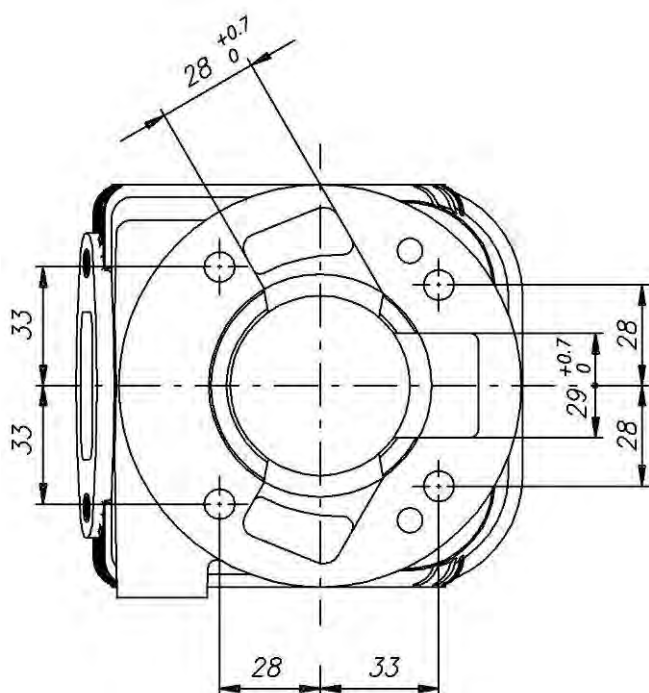


B	$\leq 36.5 \text{ mm}$
C1 = C2	$\leq 30 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$
E	177.5° max
F	$126^\circ \pm 2^\circ$
G	$127^\circ \pm 2^\circ$

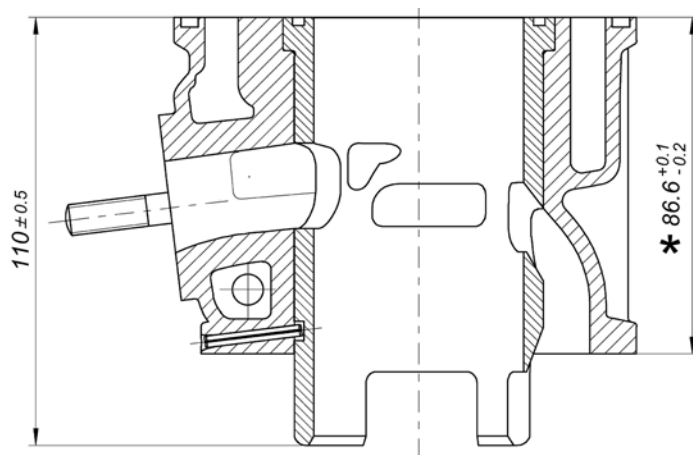
* CHORDAL READING
LECTURE CORDALE

○ 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

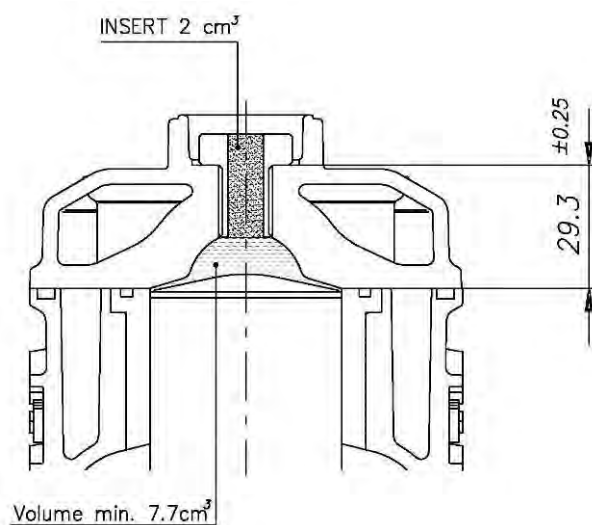


CYLINDER CROSS SECTION VIEW VUE EN SECTION DU CYLINDRE



* 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

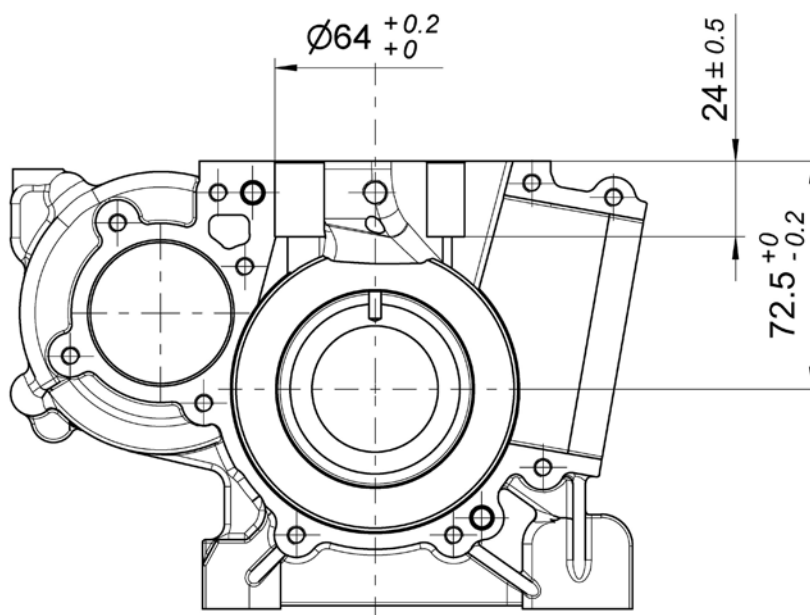
COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMBUSTION



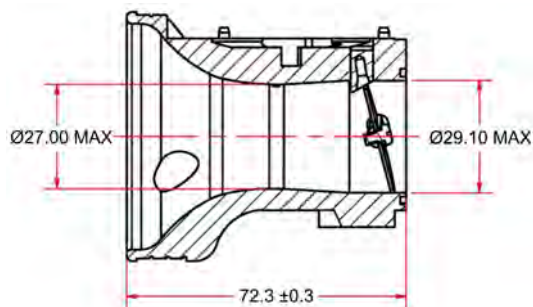
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

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

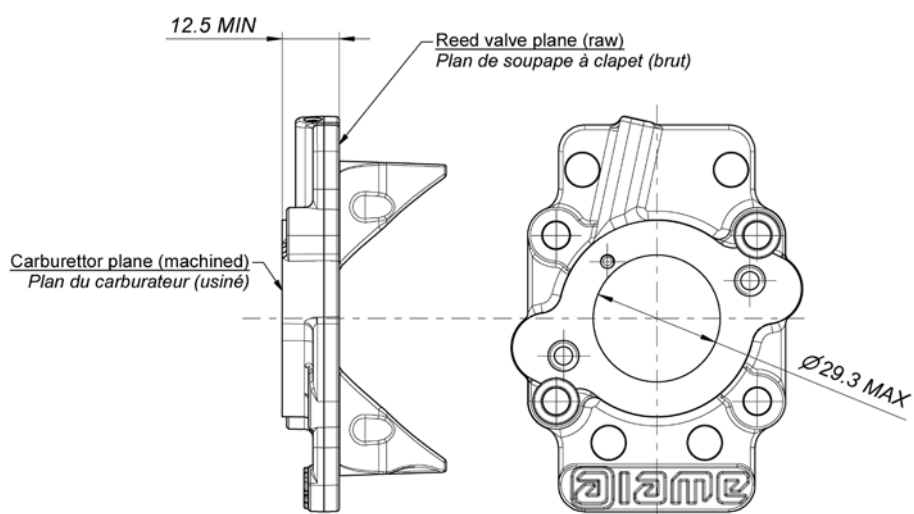
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



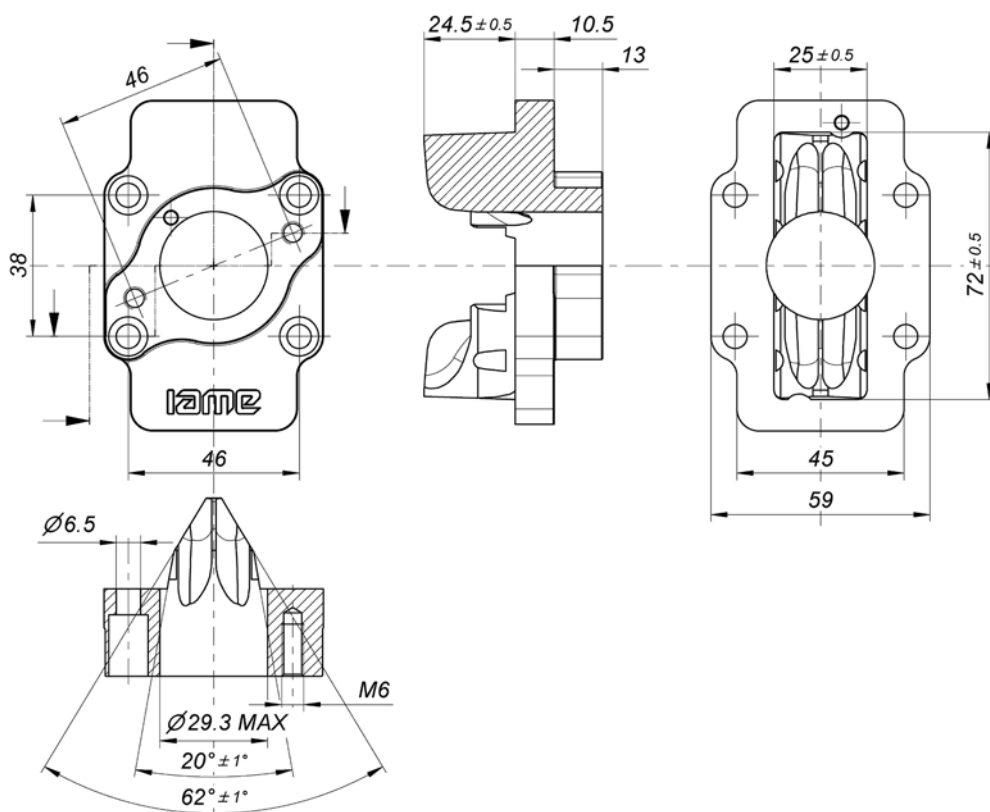
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS
DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



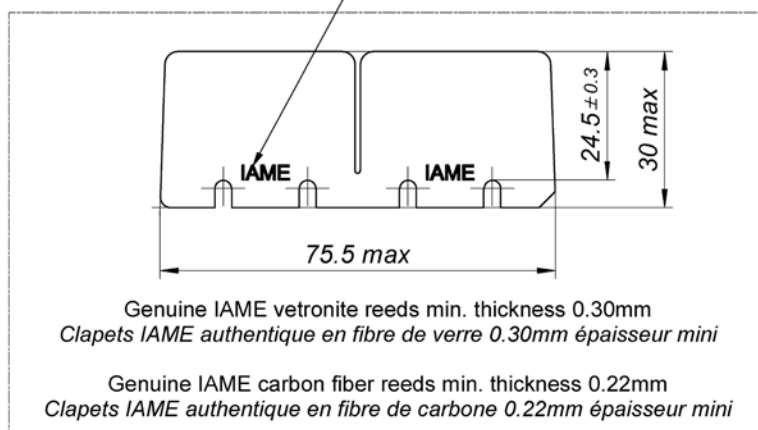
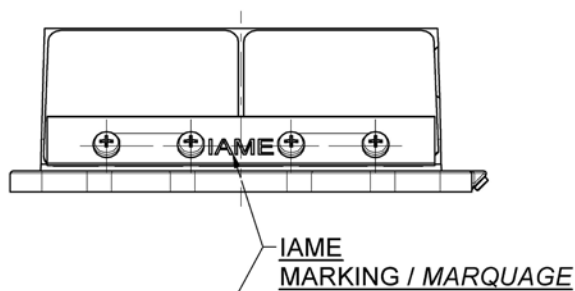
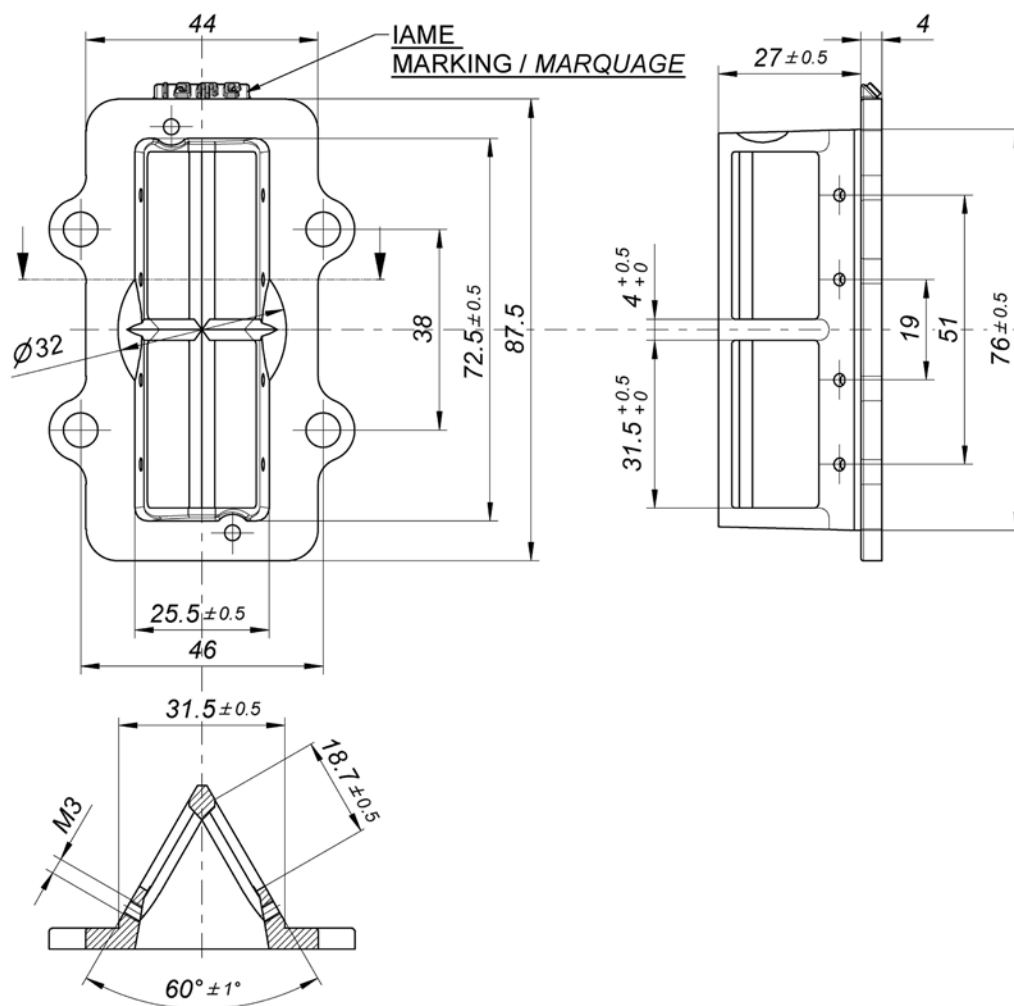
INLET CONVEYOR DIMENSIONS – TYPE 1
CONVOYEUR D'ADMISSION – TYPE 1



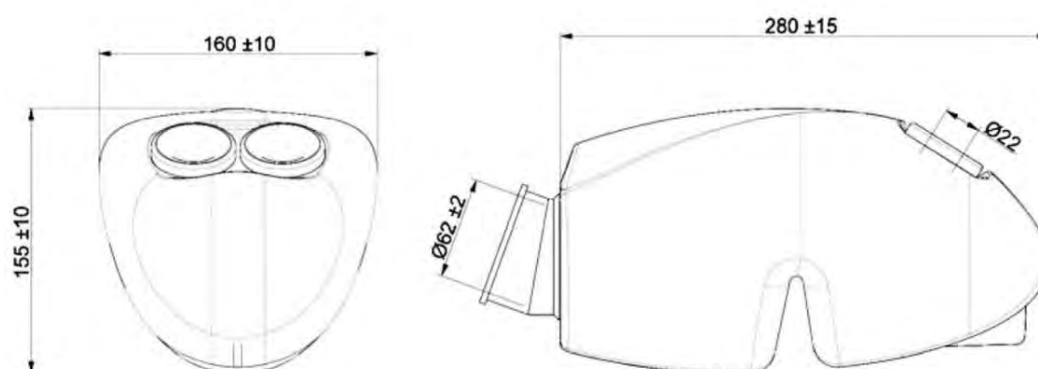
INLET CONVEYOR DIMENSIONS – TYPE 2
CONVOYEUR D'ADMISSION – TYPE 2



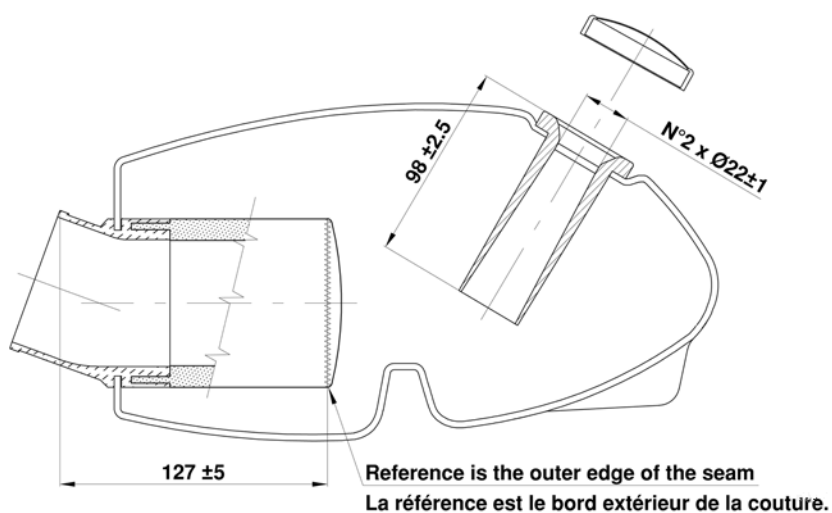
REED VALVE - DIMENSIONS AND MARKING
BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE



INLET SILENCER – DRAWING
DESSIN DU SILENCIEUX D'ADMISSION



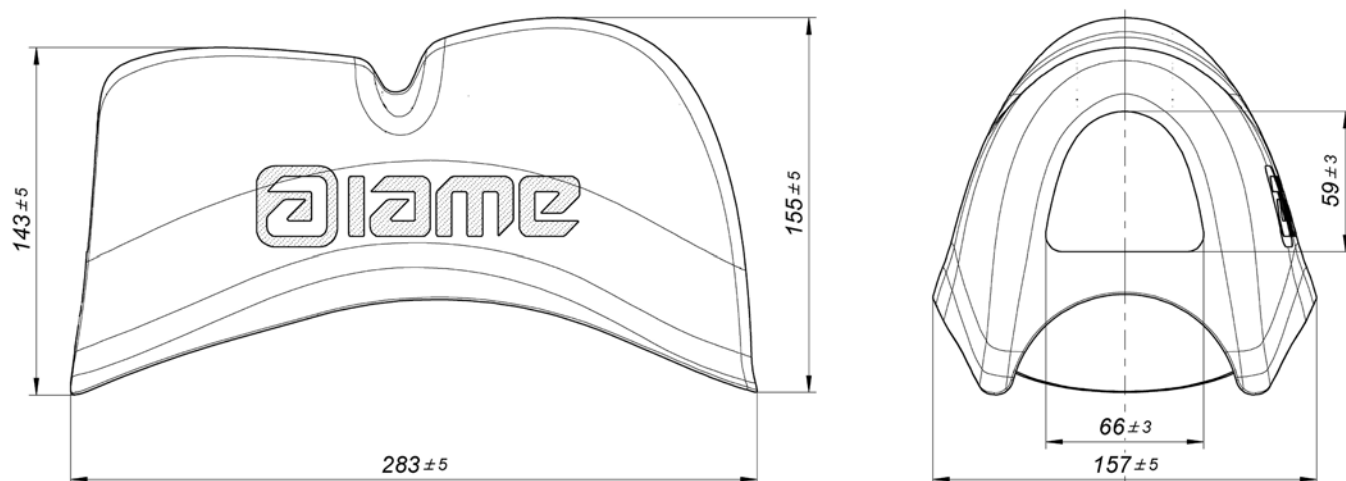
WITH SPONGE AIR FILTER
AVEC MANCHON COMPLET ET FILTRE À AIR



INLET SILENCER - PHOTO
PHOTO - SILENCIEUX D'ADMISSION



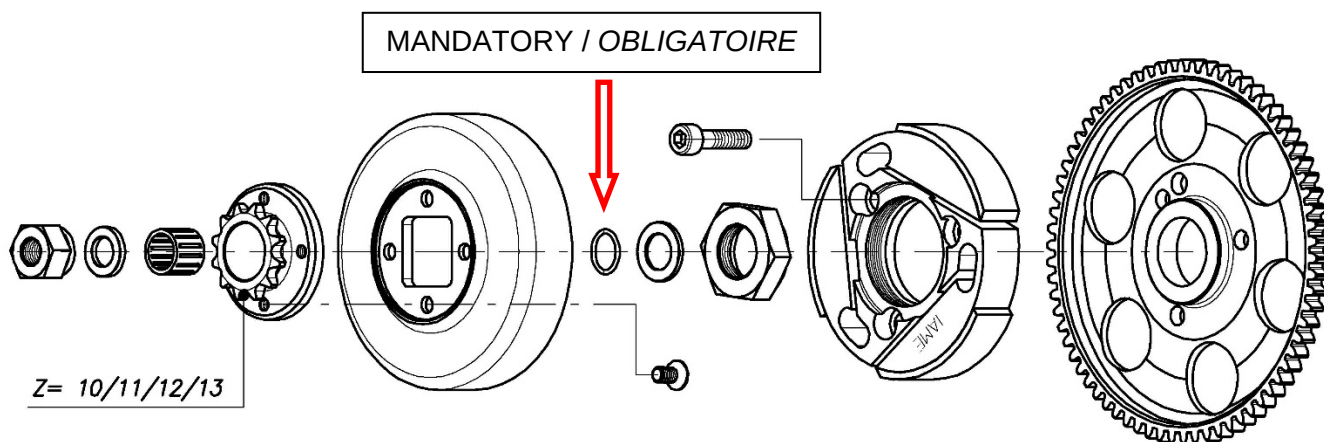
RAIN COVER INLET SILENCER – DRAWING
 DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



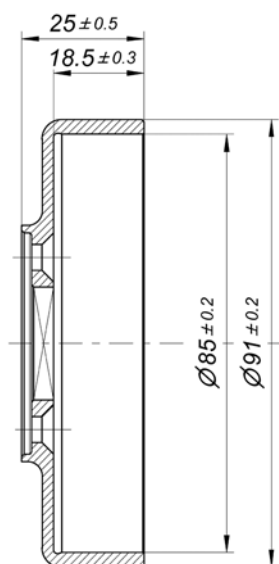
RAIN COVER INLET SILENCER - PHOTO
 PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



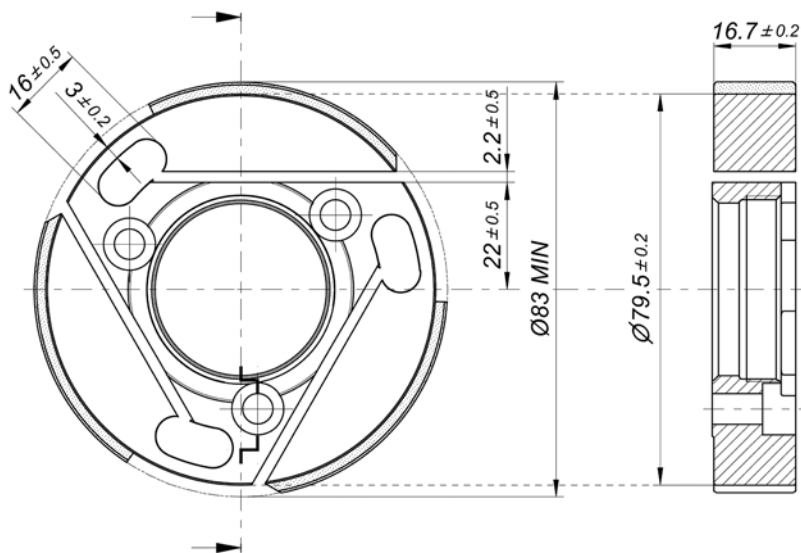
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



COMPONENTS OF THE CLUTCH – COMPOSANTS DE L'EMBRAYAGE

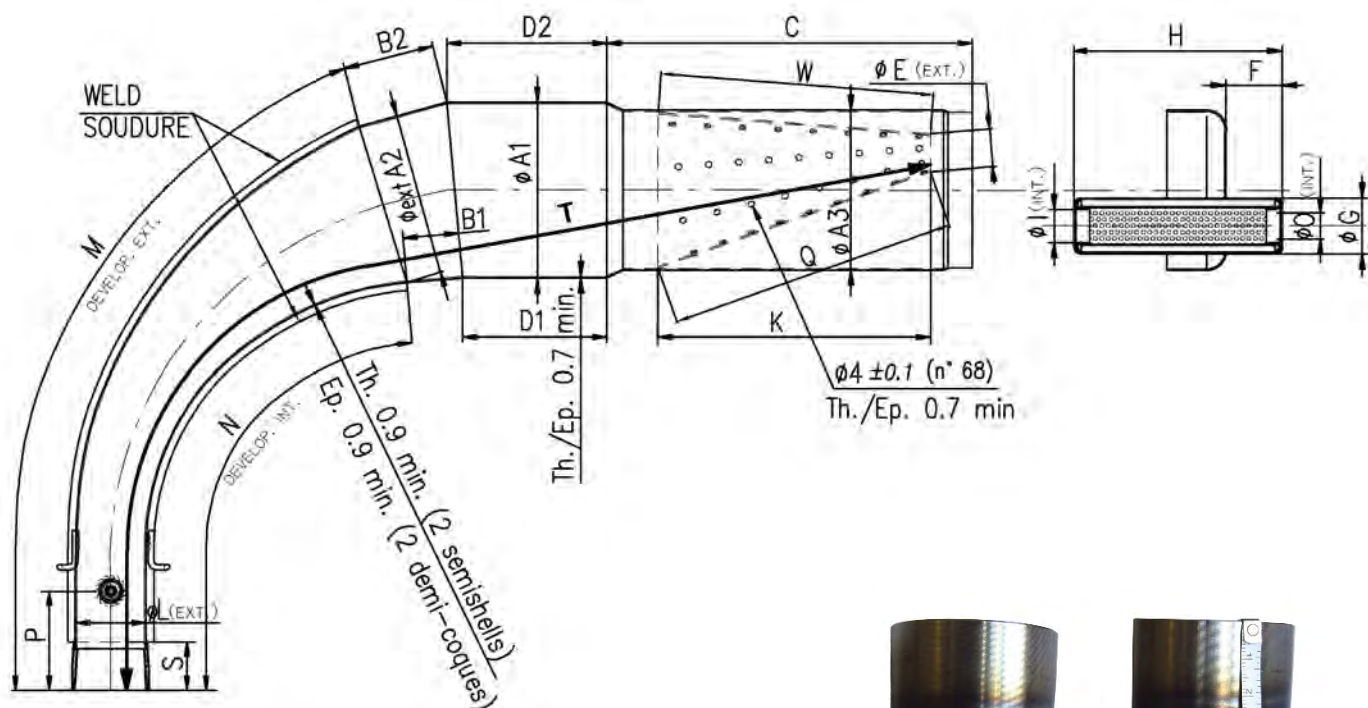


Min. weight 225 g
Poids min. 225g



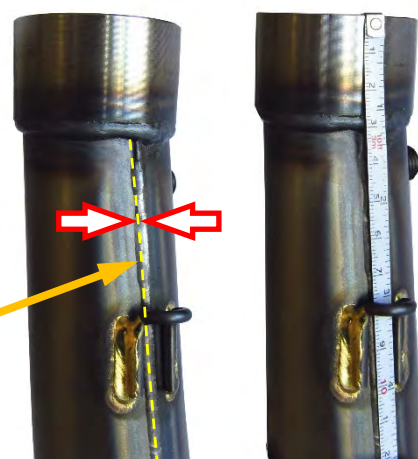
Min. weight 375 g
Poids min. 375g

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.

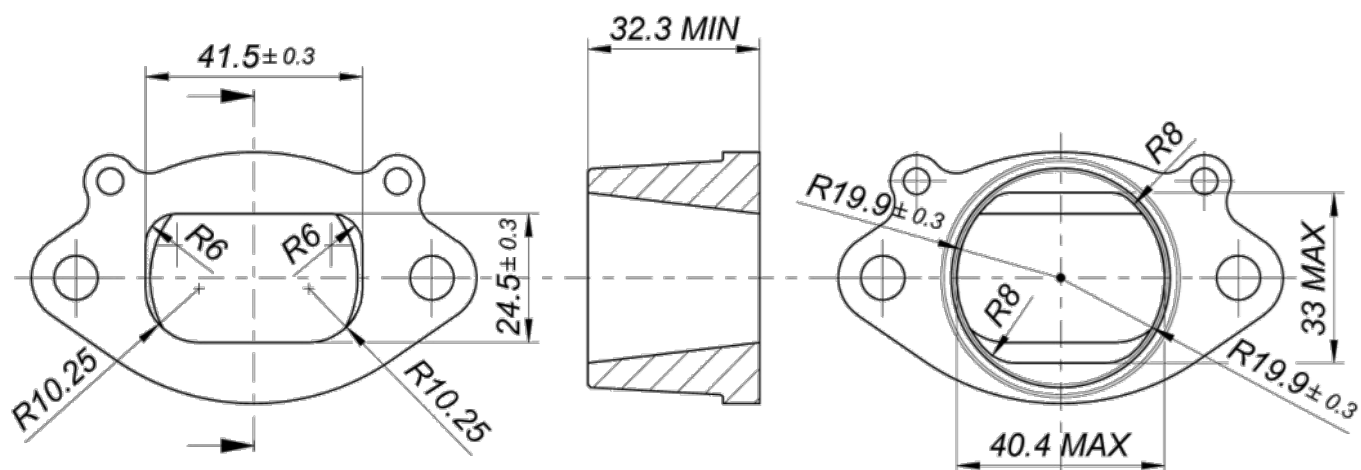
Les dimensions « M », « N » et « T » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.

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

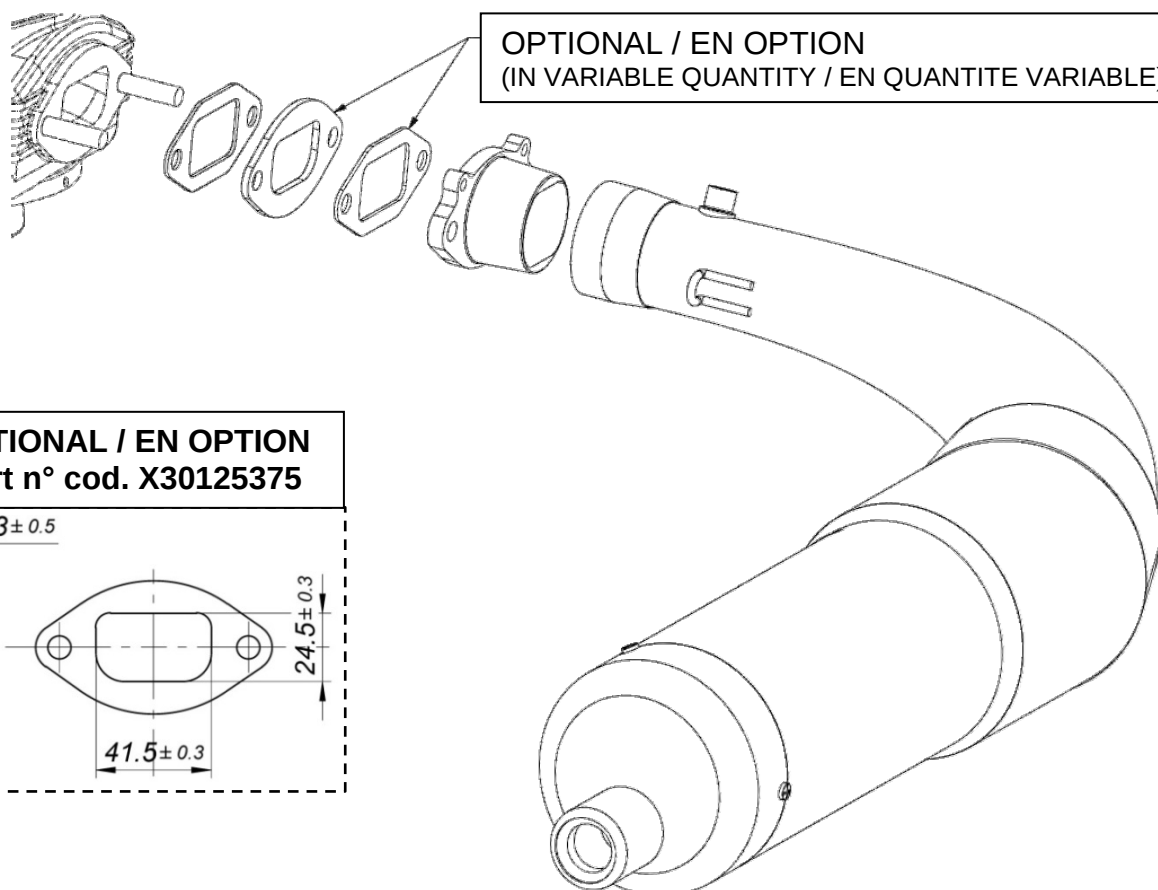
The dimensions "Q" and "W" must be taken by steel tape measure 12mm wide.

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

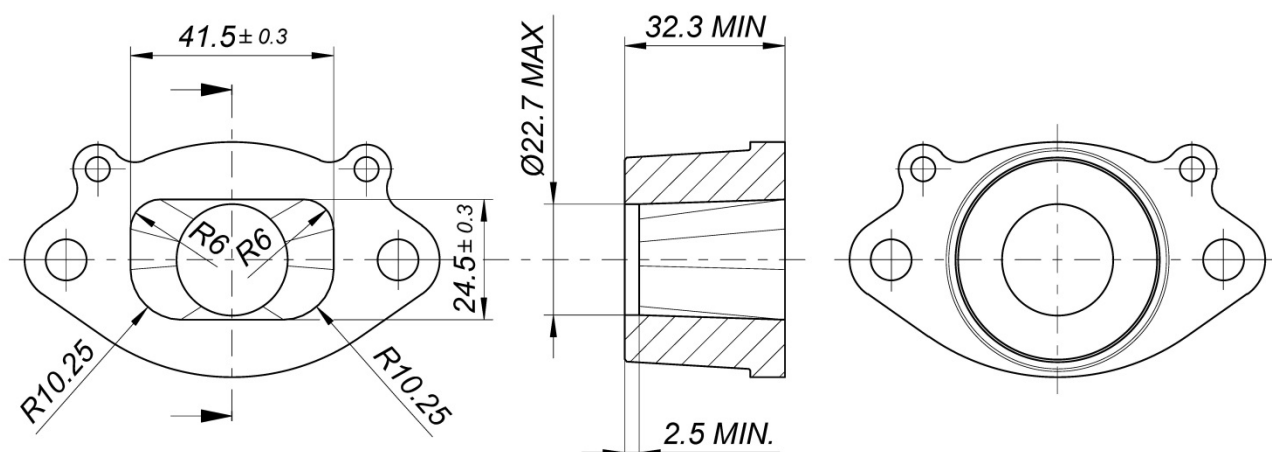
SENIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT SENIOR



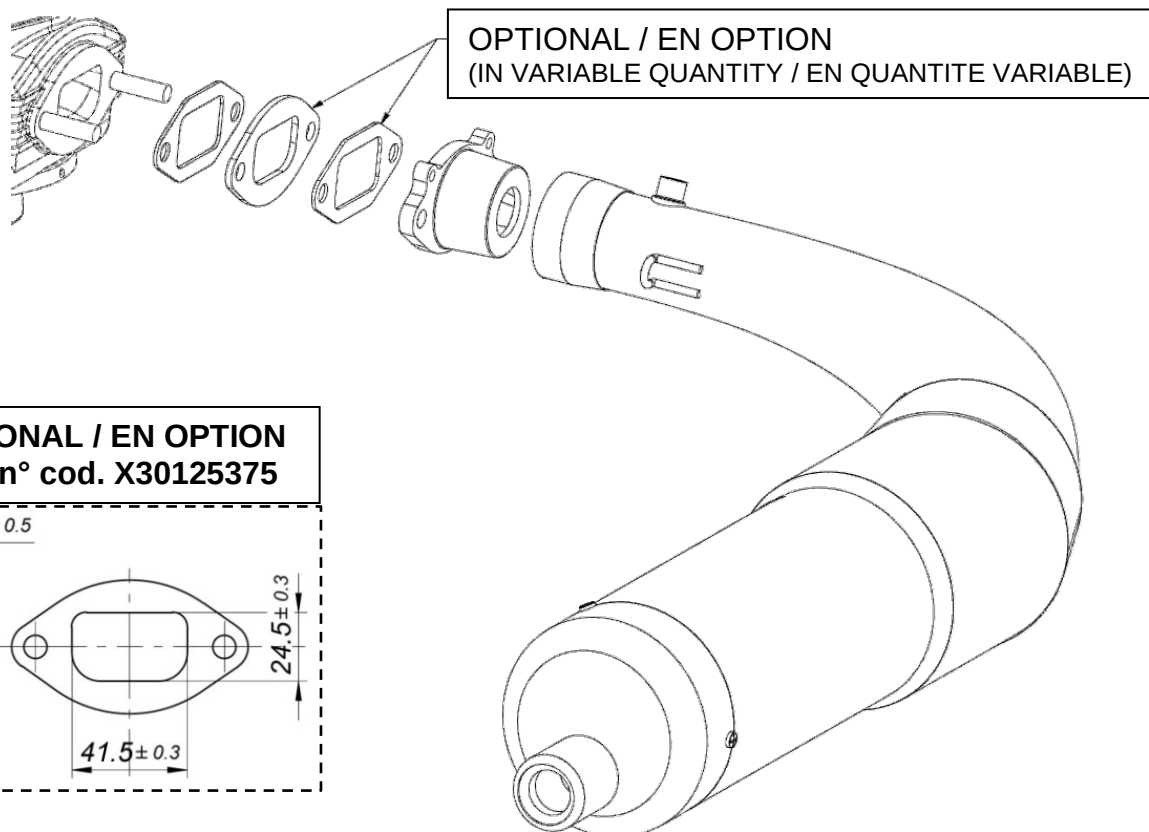
SENIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



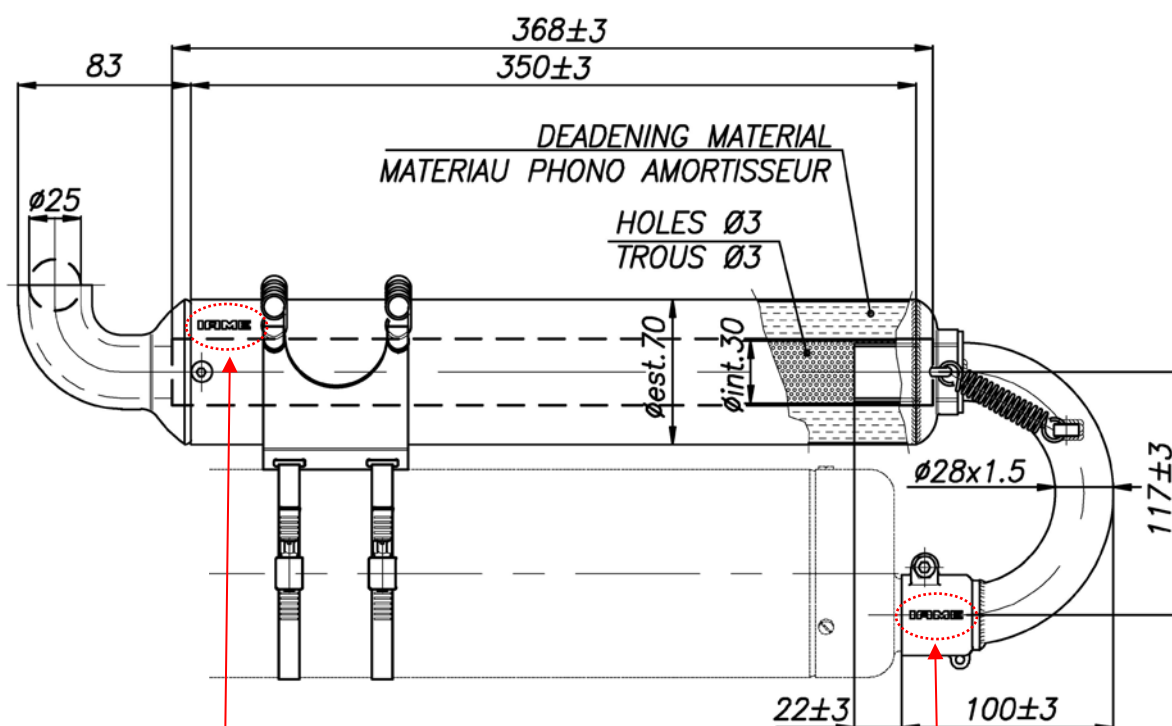
JUNIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT JUNIOR



JUNIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT JUNIOR



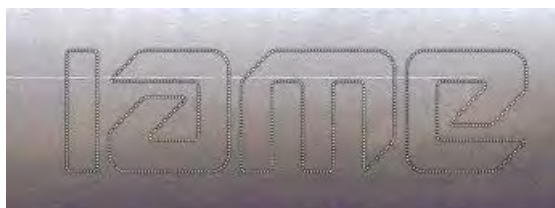
EXHAUST SILENCER (MANDATORY)
SILENCIEUX D'ÉCHAPPEMENT (OBLIGATOIRE)



OR / OU

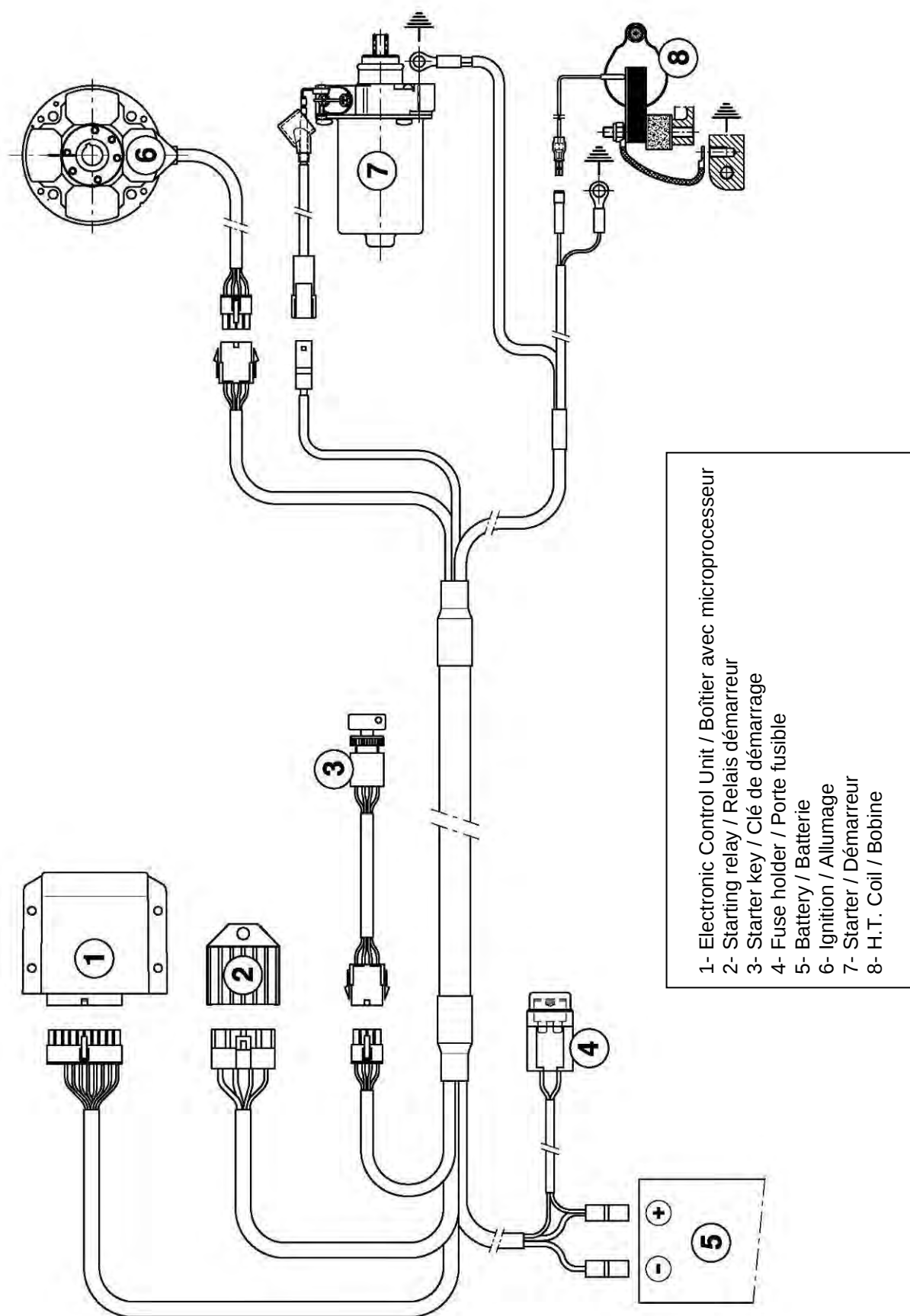


OR / OU

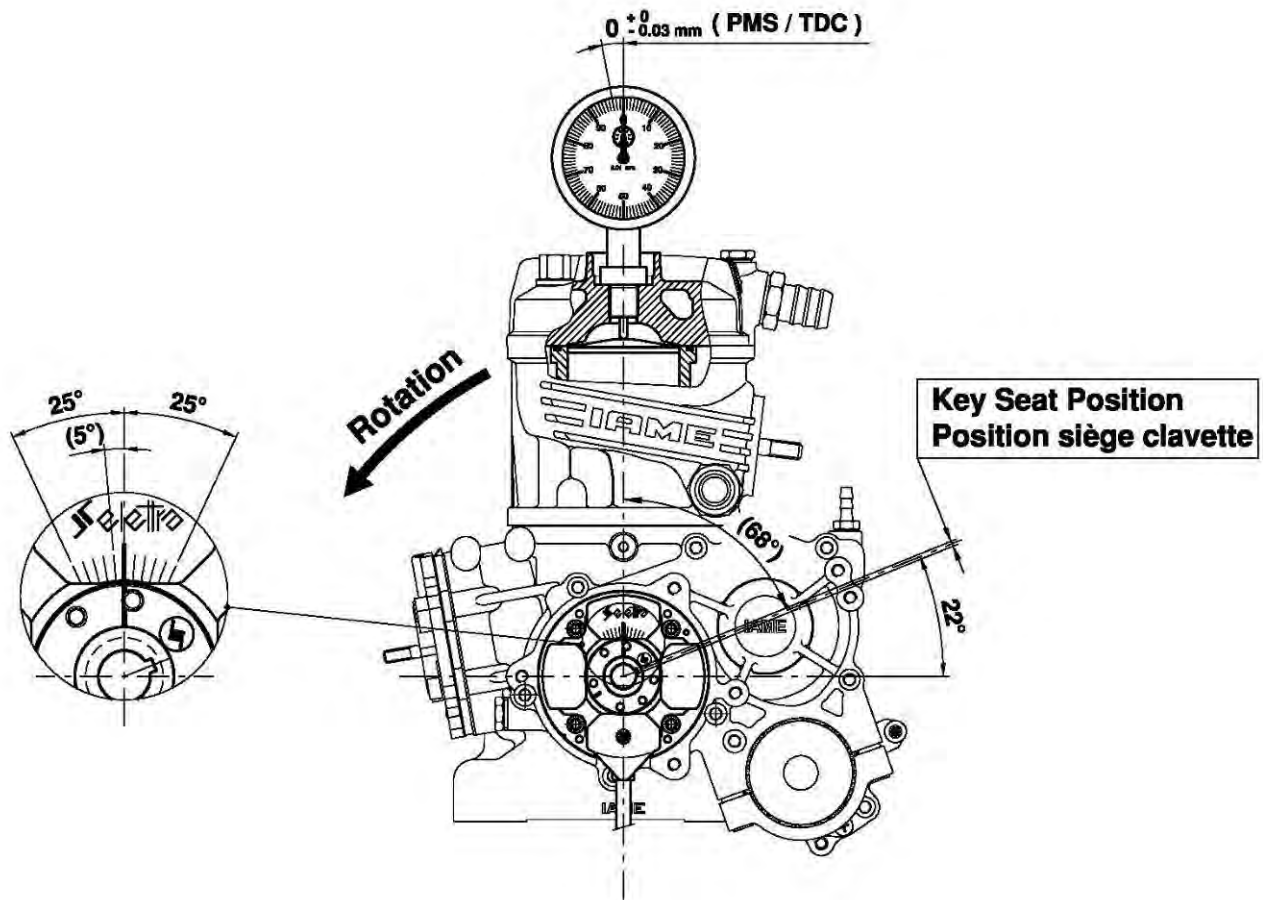


IAME MARKING / MARQUAGE IAME

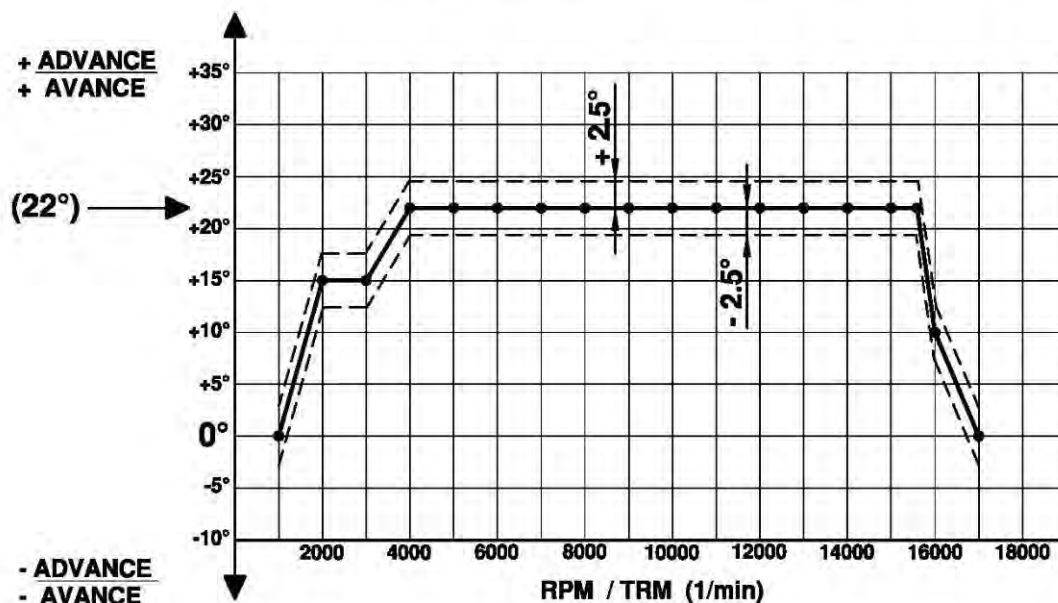
WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION)
SCHEMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K")



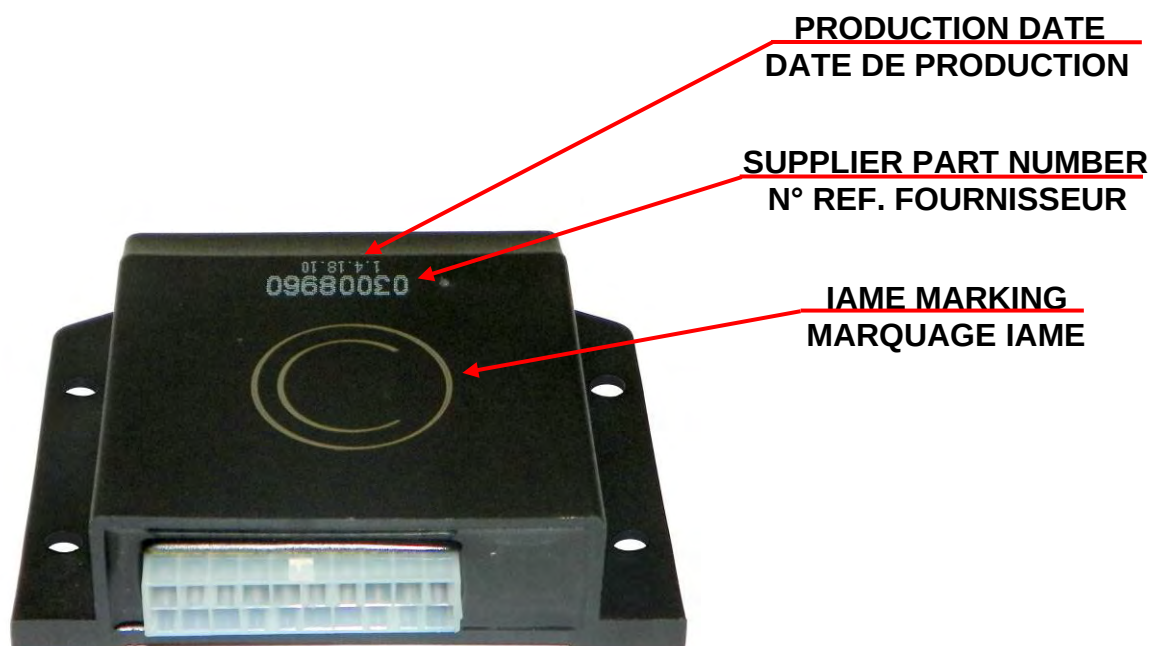
SCHEME FOR ADVANCE CONTROL SCHEMA POUR LE CONTROLE DE L'AVANCE



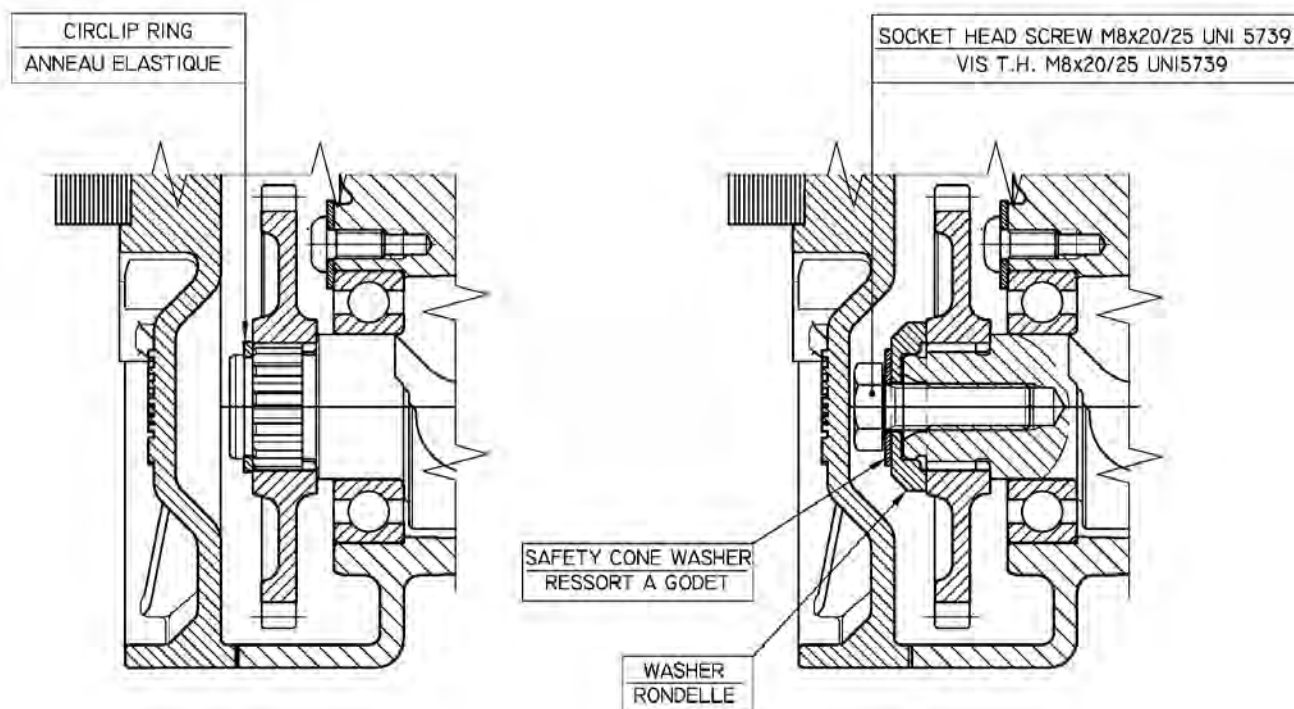
ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



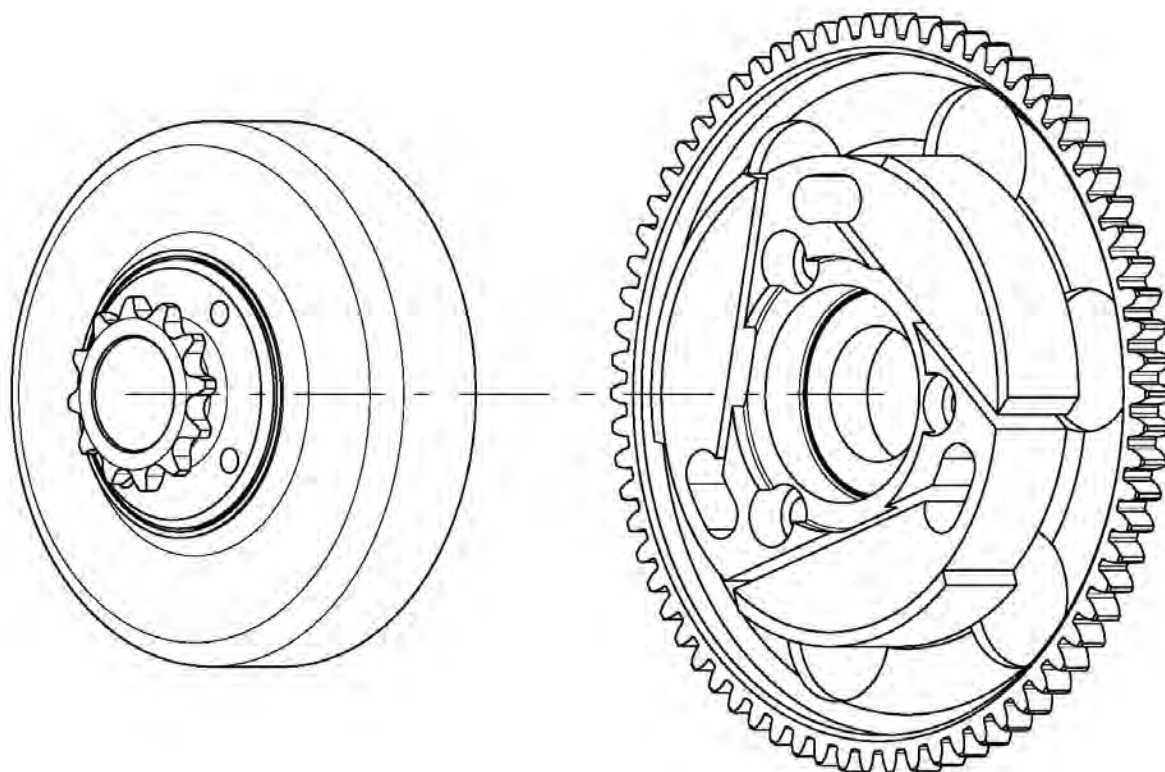
ELECTRONIC BOX MARKING MARQUAGE DU BOITIER ELECTRONIQUE



GEAR ALTERNATIVE FIXING FIXATION ALTERNATIVE DE L'ENGRENAGE



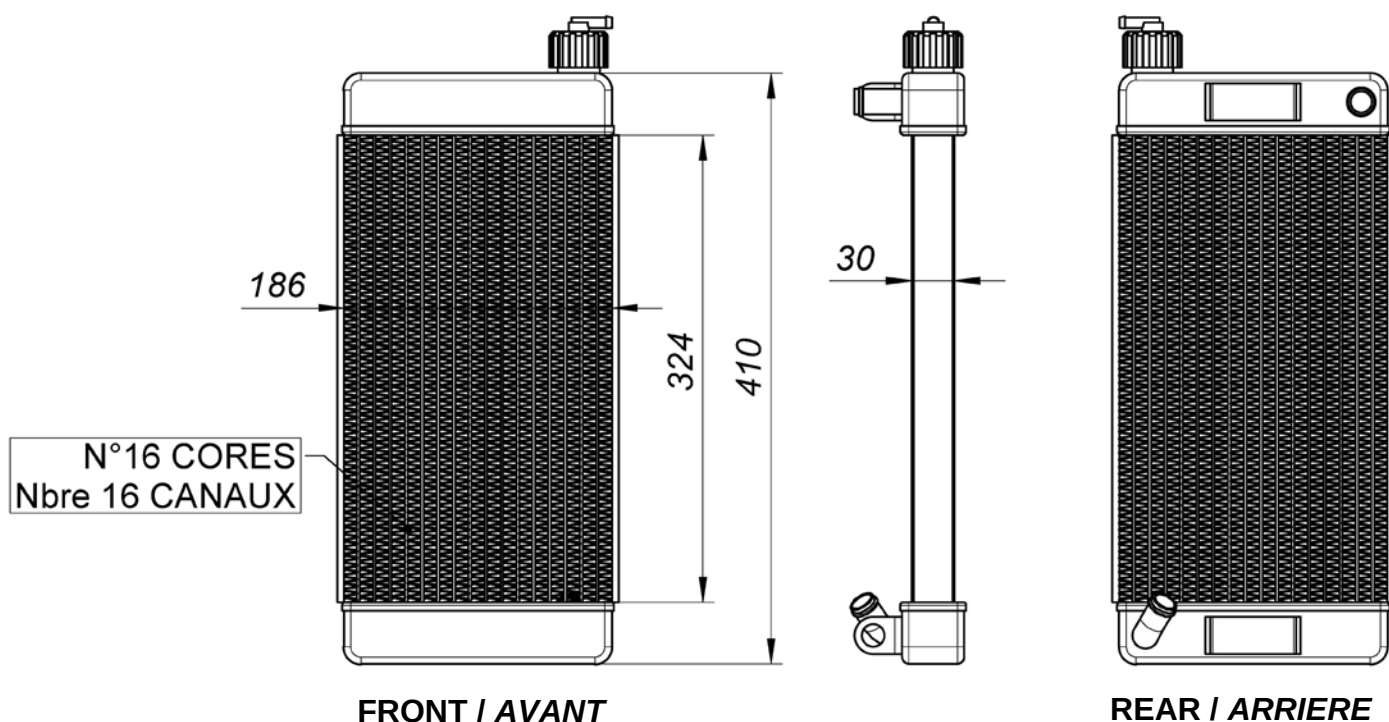
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



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

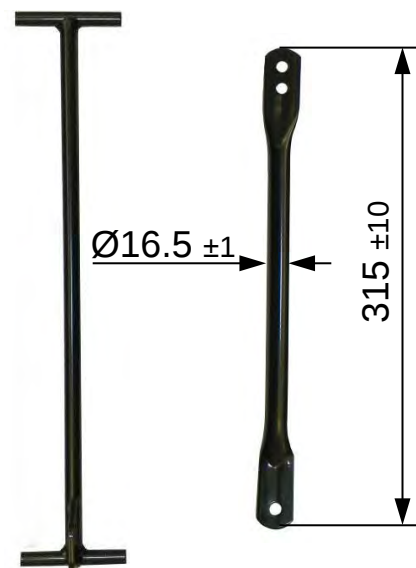


PAINTED AND NOT PAINTED
PEINT ET PAS PEINT

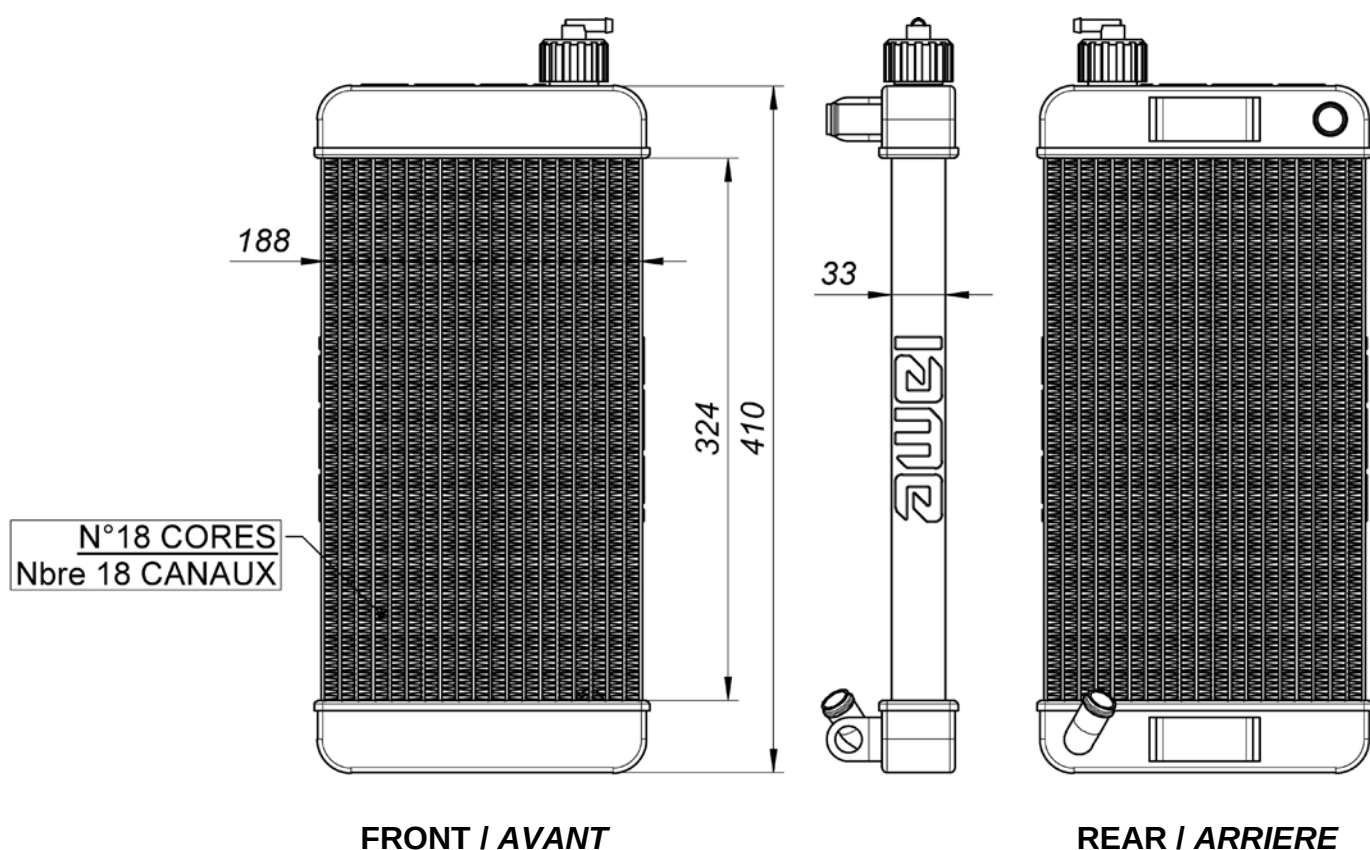


FRONT / AVANT

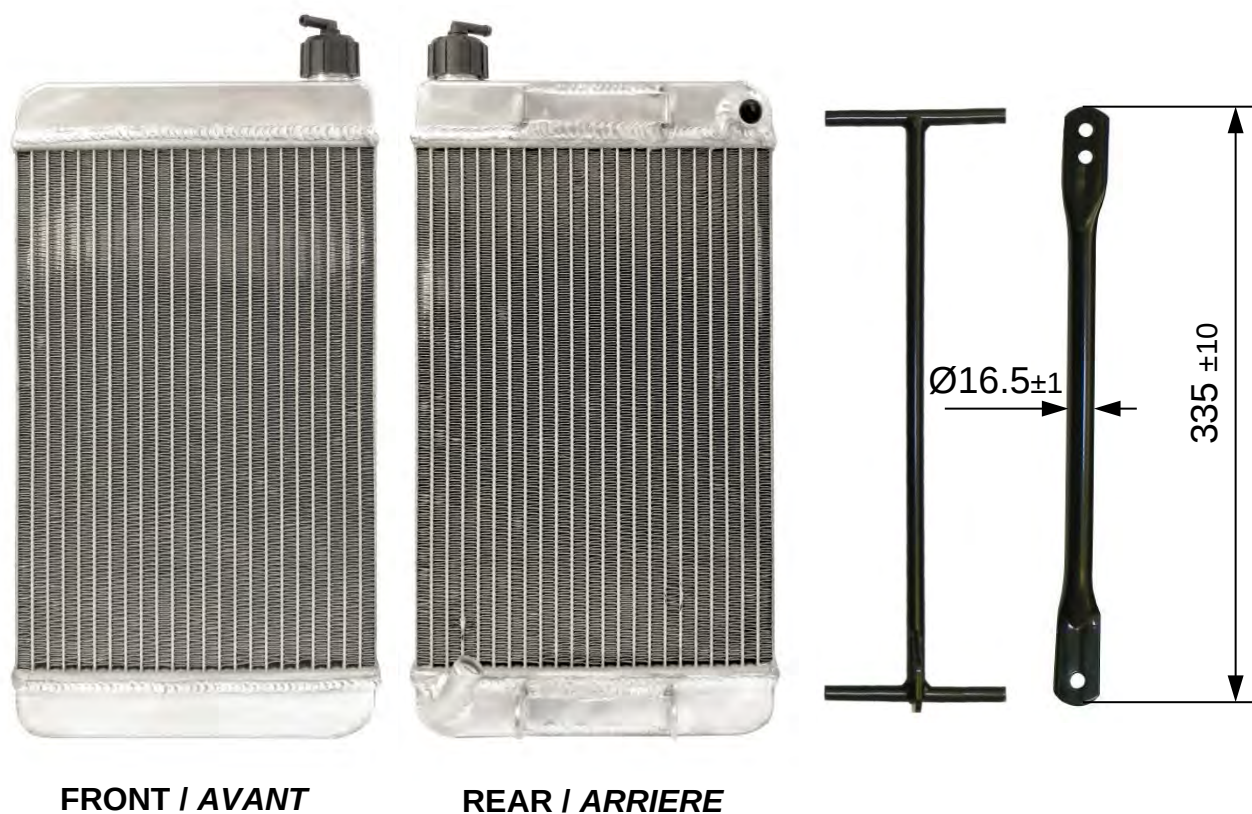
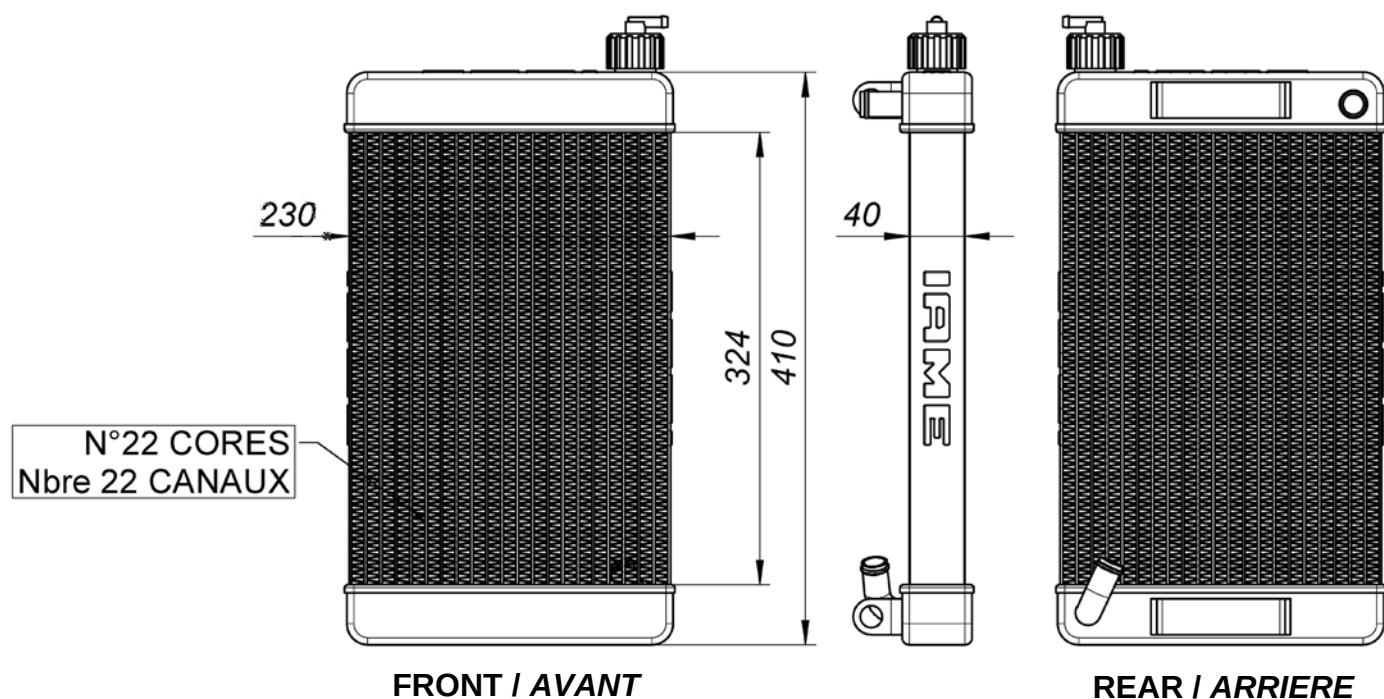
REAR / ARRIERE



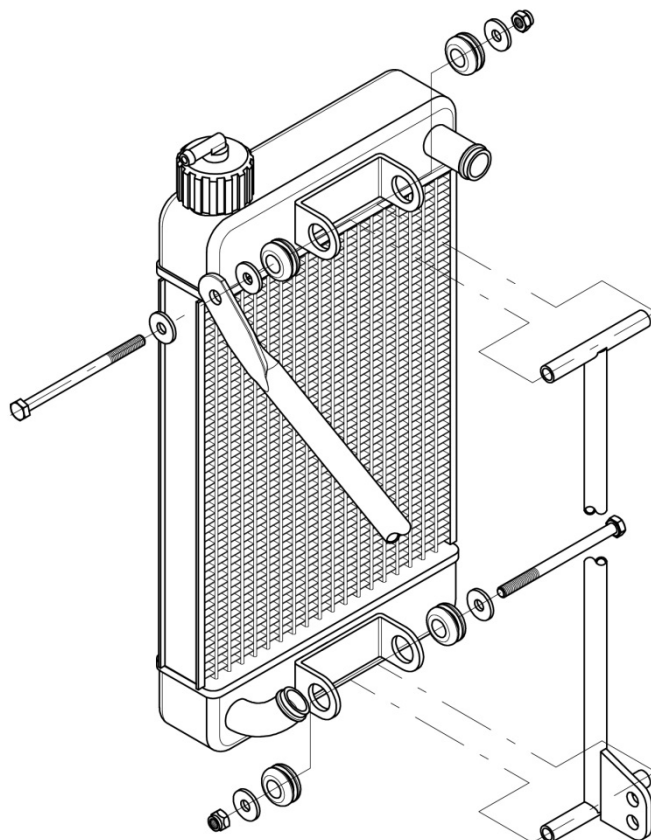
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH DESCRIPTION DU RADIATEUR ALTERNATIF



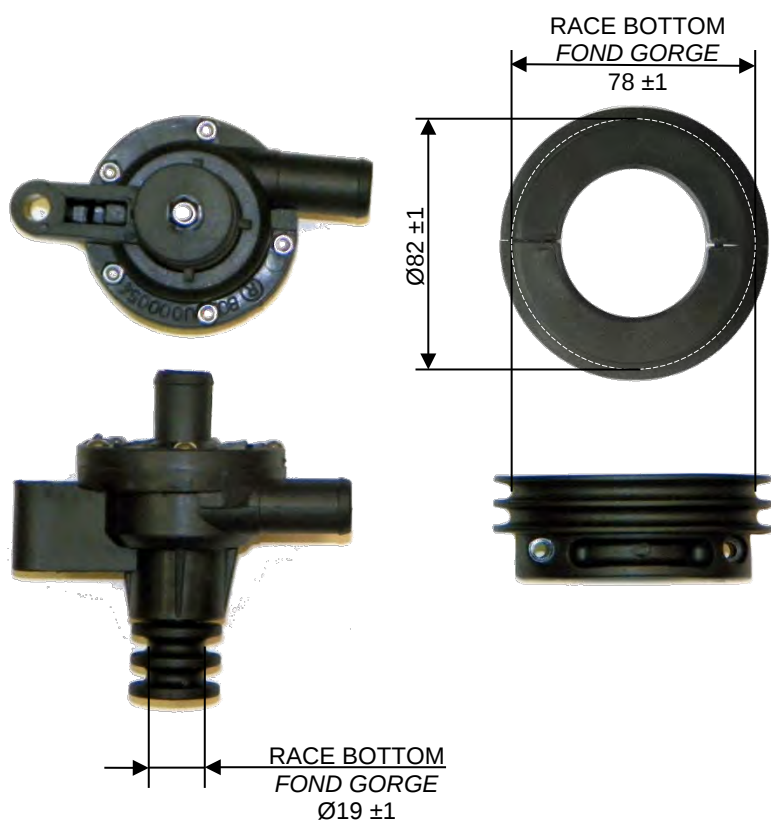
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



RADIATOR AND ITS SUPPORTS RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP GROUPE POMPE A' EAU



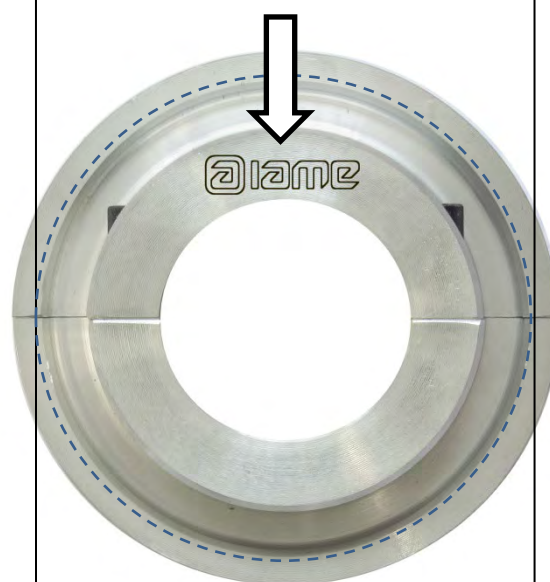
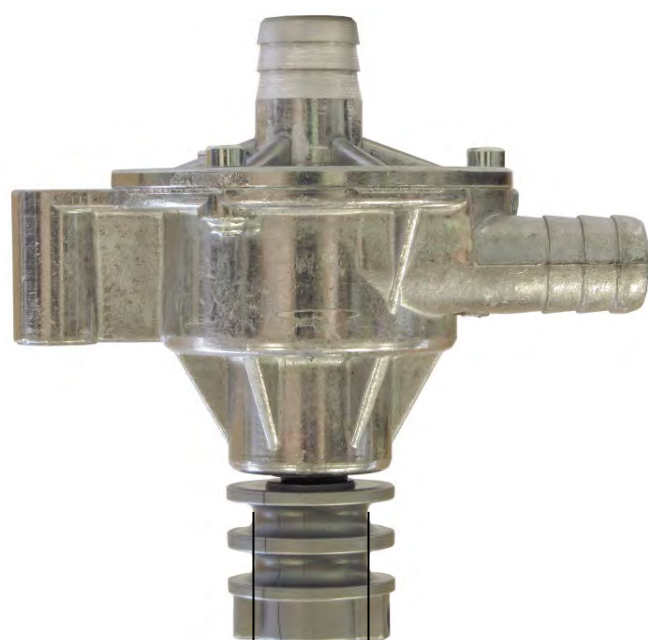
THERMOSTAT



ALTERNATIVE ALTERNATIF

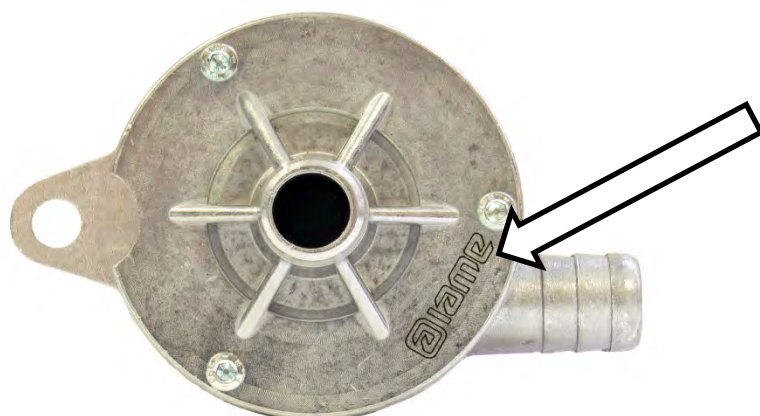


ALTERNATIVE WATER PUMP & PULLEY
 GROUPE POMPE A EAU ET POULIE ALTERNATIF



RACE BOTTOM – FOND GORGE Ø82.5 ±1

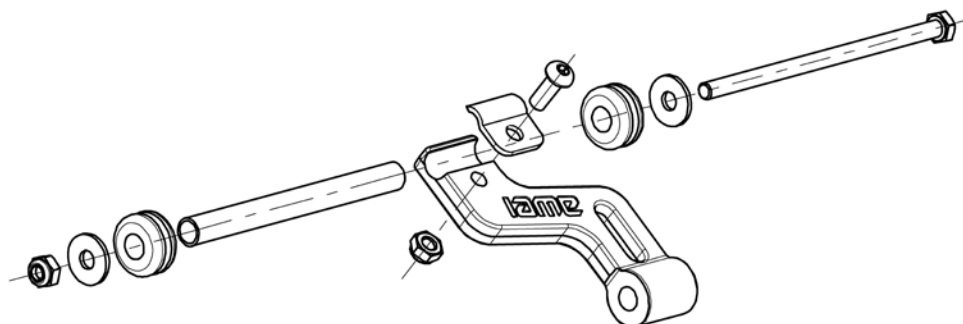
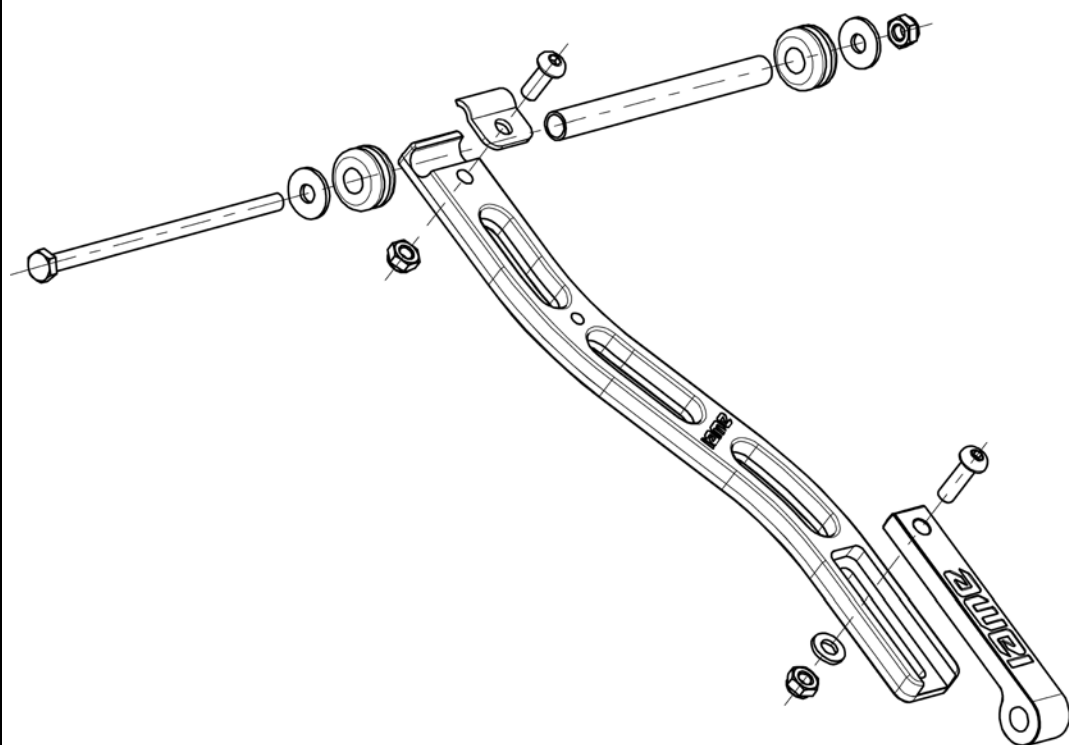
RACE BOTTOM - FOND GORGE
 Ø20 ±1



ALTERNATIVE RADIATOR SUPPORT
SUPPORT ALTERNATIF DU RADIATEUR



ALTERNATIVE COMPLETE RADIATOR SUPPORTS
ENSEMBLE DE SUPPORT RADIATEUR ALTERNATIF



PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION PISTON

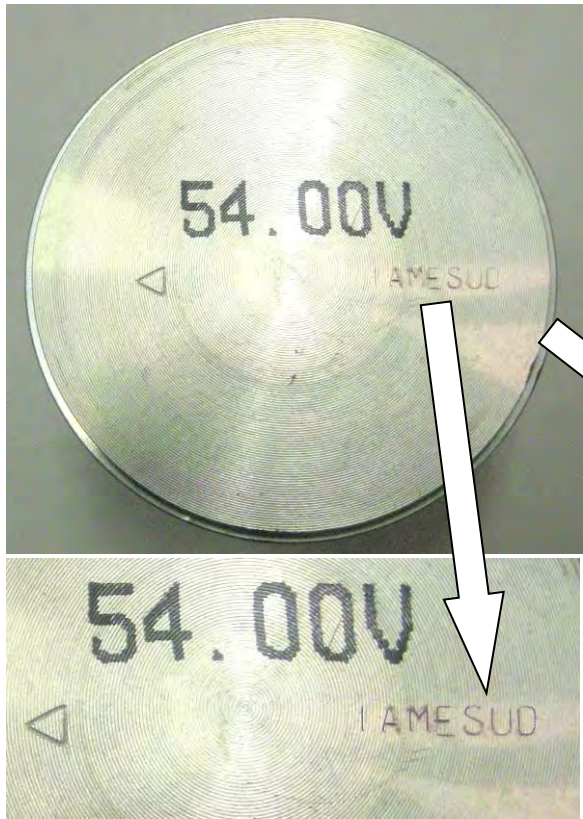
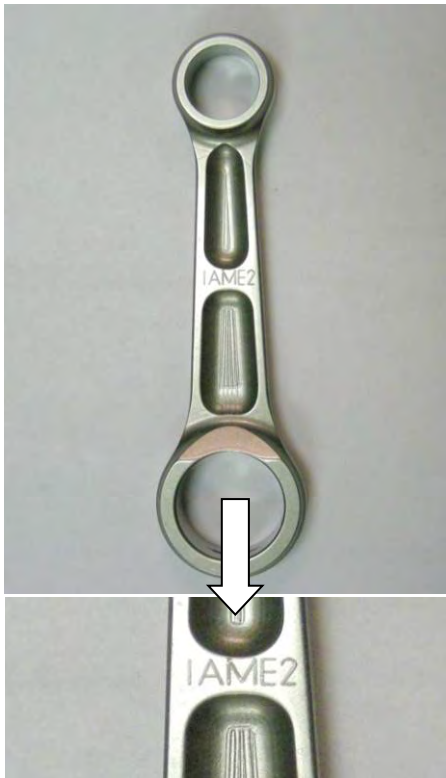
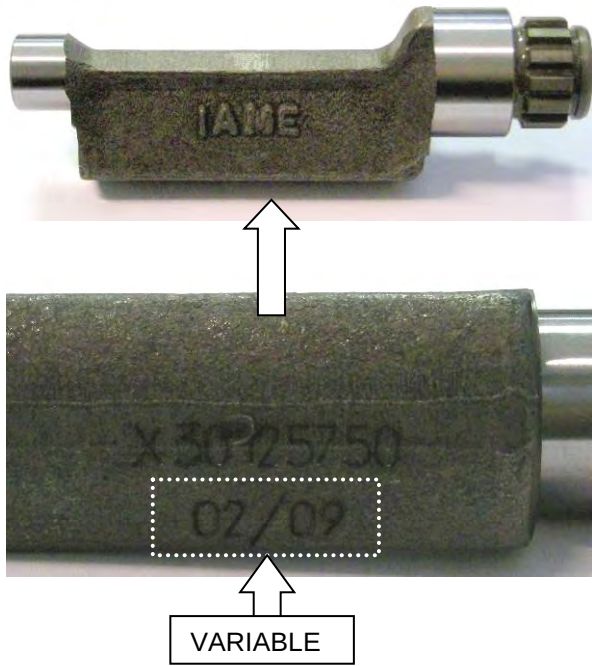


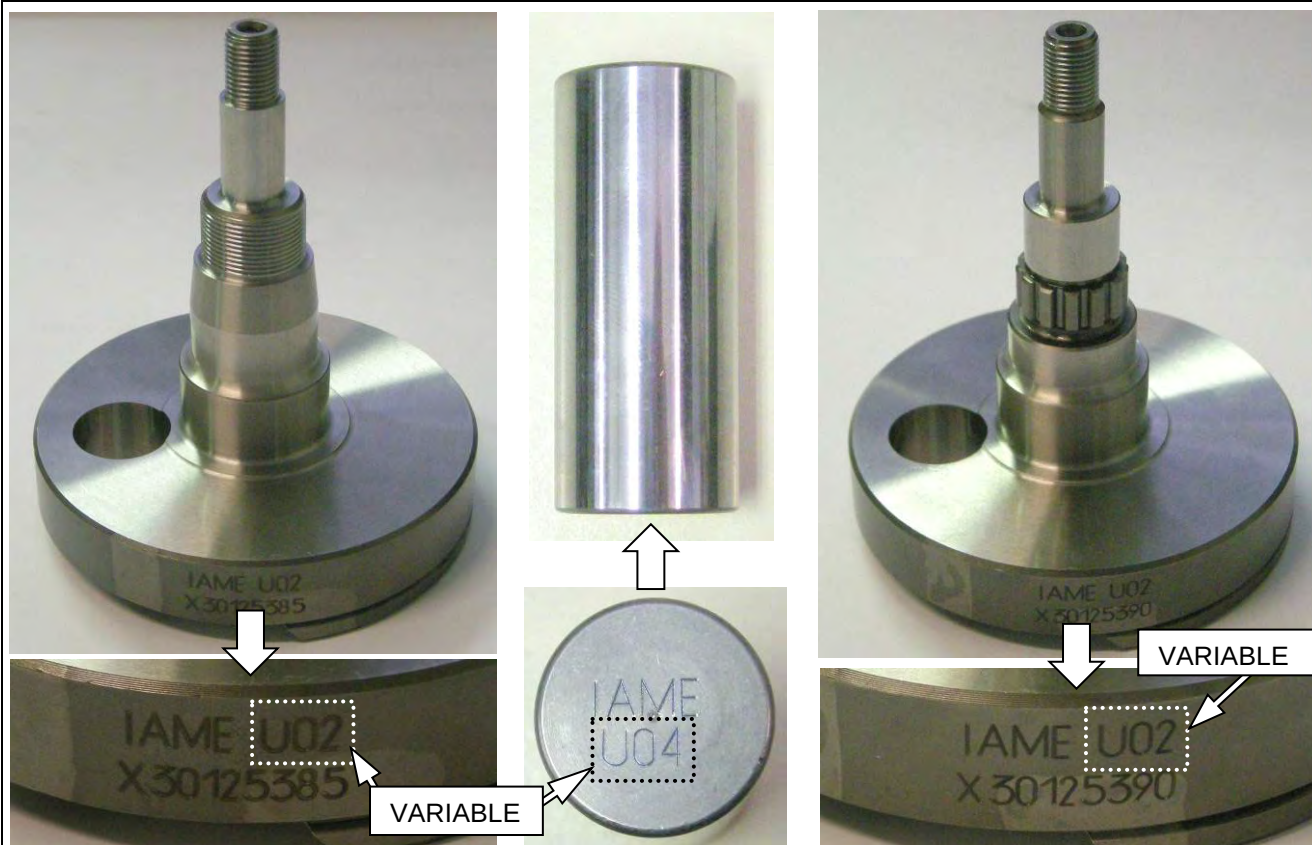
PHOTO IDENTIFICATION CONROD
PHOTO D'IDENTIFICATION BIELLE



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

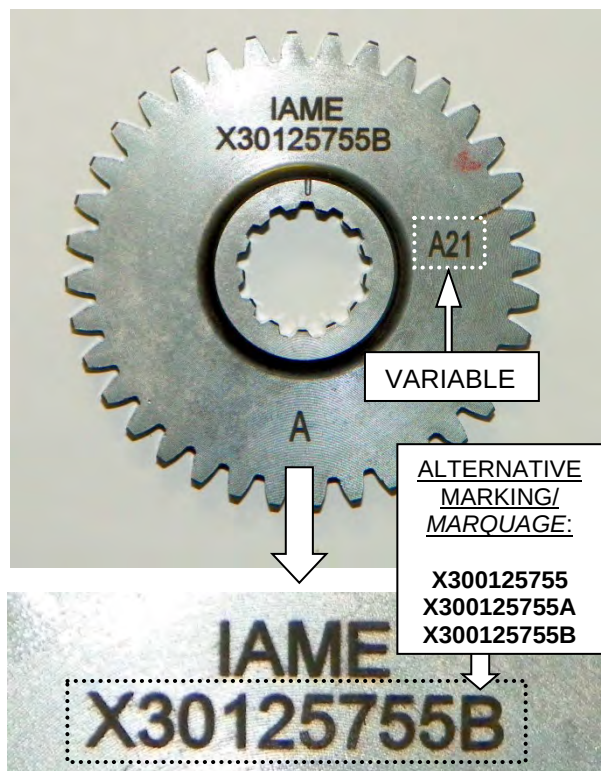


CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN



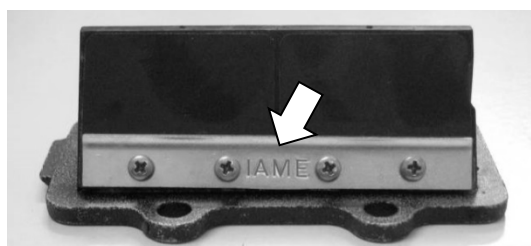
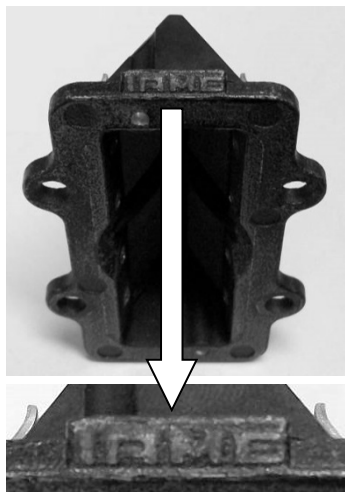
GEAR COMMAND BALANCING SHAFT
IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION
ENGRENAGE ARBRE D'EQUILIBRAGE

SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON

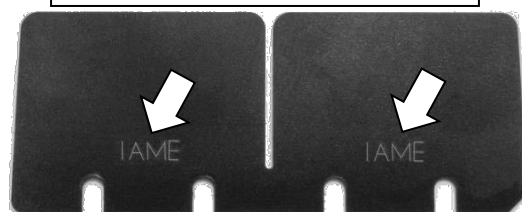


CLUTCH BODY IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DU CORPS DE L'EMBRAYAGE	CLUTCH DRUM IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA CALOTTE
ALTERNATIVE FRICTION MATERIAL MATÉRIAU DE FRICTION ALTERNATIVE	
STARTER RING IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA COURONNE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

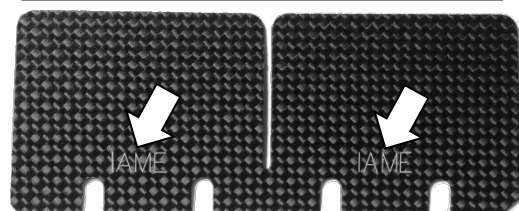
REED GROUP & PETALS IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE



FRONT SIDE
CÔTÉ AVANT

REAR SIDE
CÔTÉ ARRIÈRE

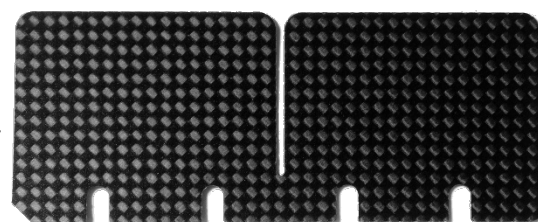
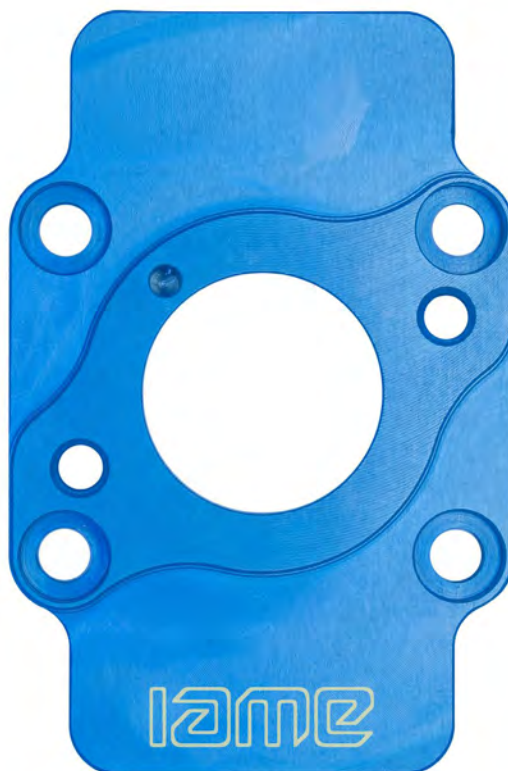
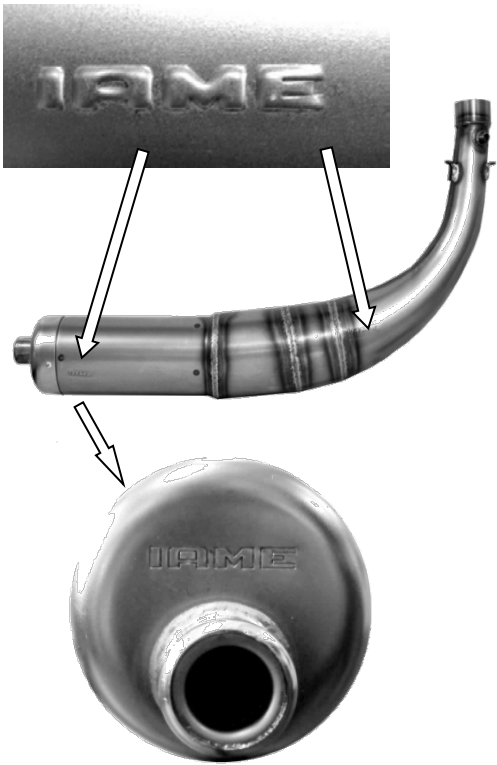
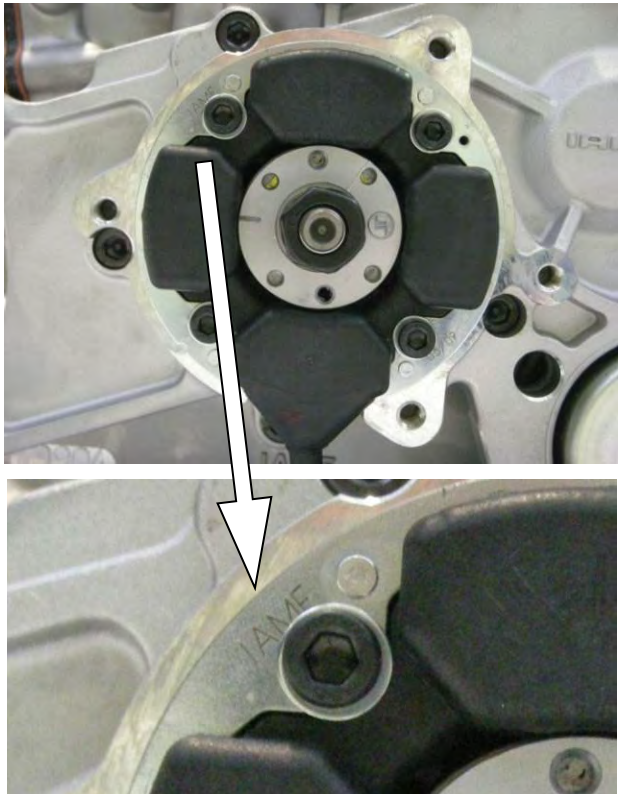
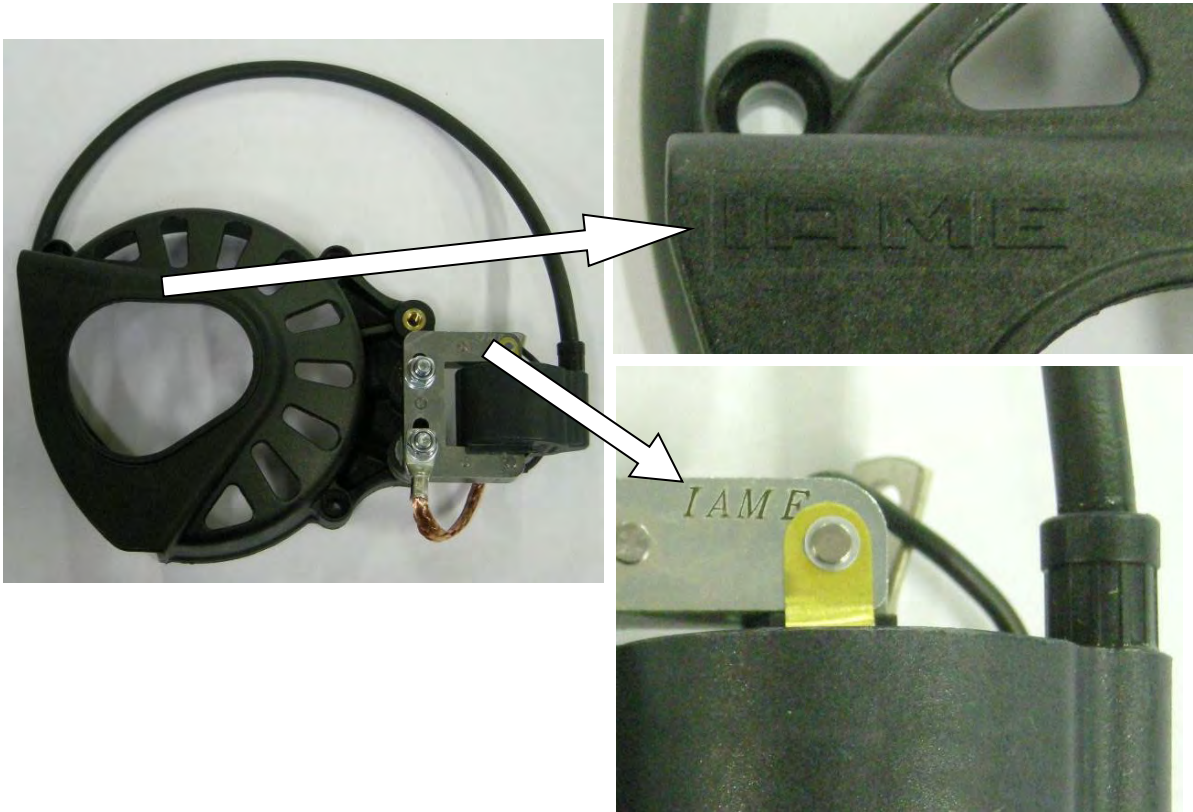


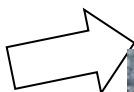
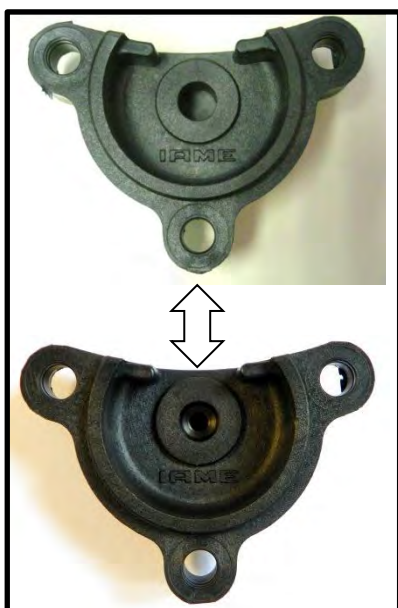
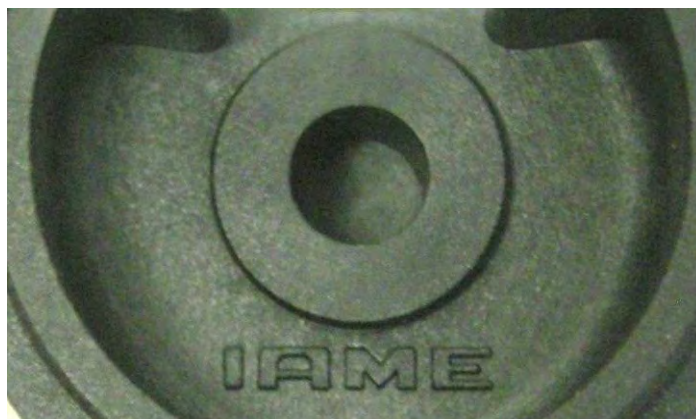
PHOTO IDENTIFICATION INLET
CONVEYOR – TYPE 1
MARQUAGE D'IDENTIFICATION DU
COLLECTEUR D'ADMISSION – TYPE 1

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
 The image shows an exhaust silencer assembly. At the top, a close-up of a metal plate with the 'IAME' logo is shown. Below it, the main silencer body is shown with two arrows pointing to the 'IAME' logo on its side and the 'IAME' logo on the front flange. The silencer is a curved, cylindrical metal component with a flange at the end.	 The image shows a stator assembly. The top part is a close-up of the stator core with six black magnets. An arrow points from this area to a bottom close-up of the stator housing, which has the 'IAME' logo embossed on it next to a bolt.
CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING MARQUAGE DU COUVERCLE D'EMBRAYAGE ET DE LA BOBINE	
 The image shows a clutch cover and an H.T. coil. On the left, the clutch cover is shown with a black cable and a metal bracket. Two arrows point from the clutch cover to two close-up images on the right. The top close-up shows the 'IAME' logo on the clutch cover. The bottom close-up shows the 'IAME' logo on the H.T. coil, which is a small metal component with a yellow tag.	

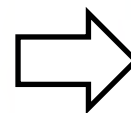
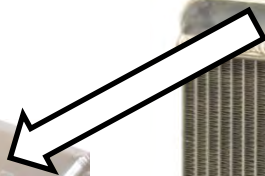
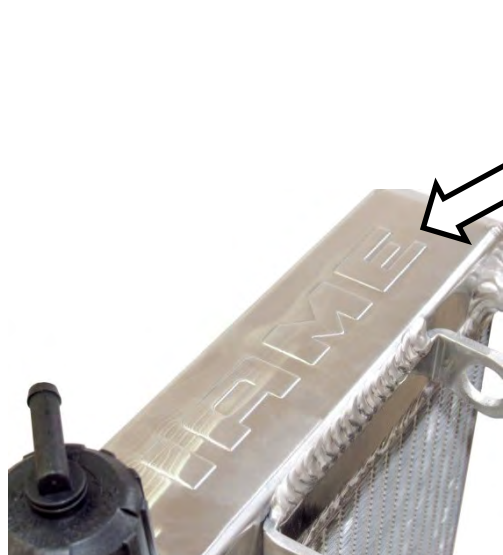
BENDIX COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE
DU CONTRE-ARBRE DE DEMARRAGE



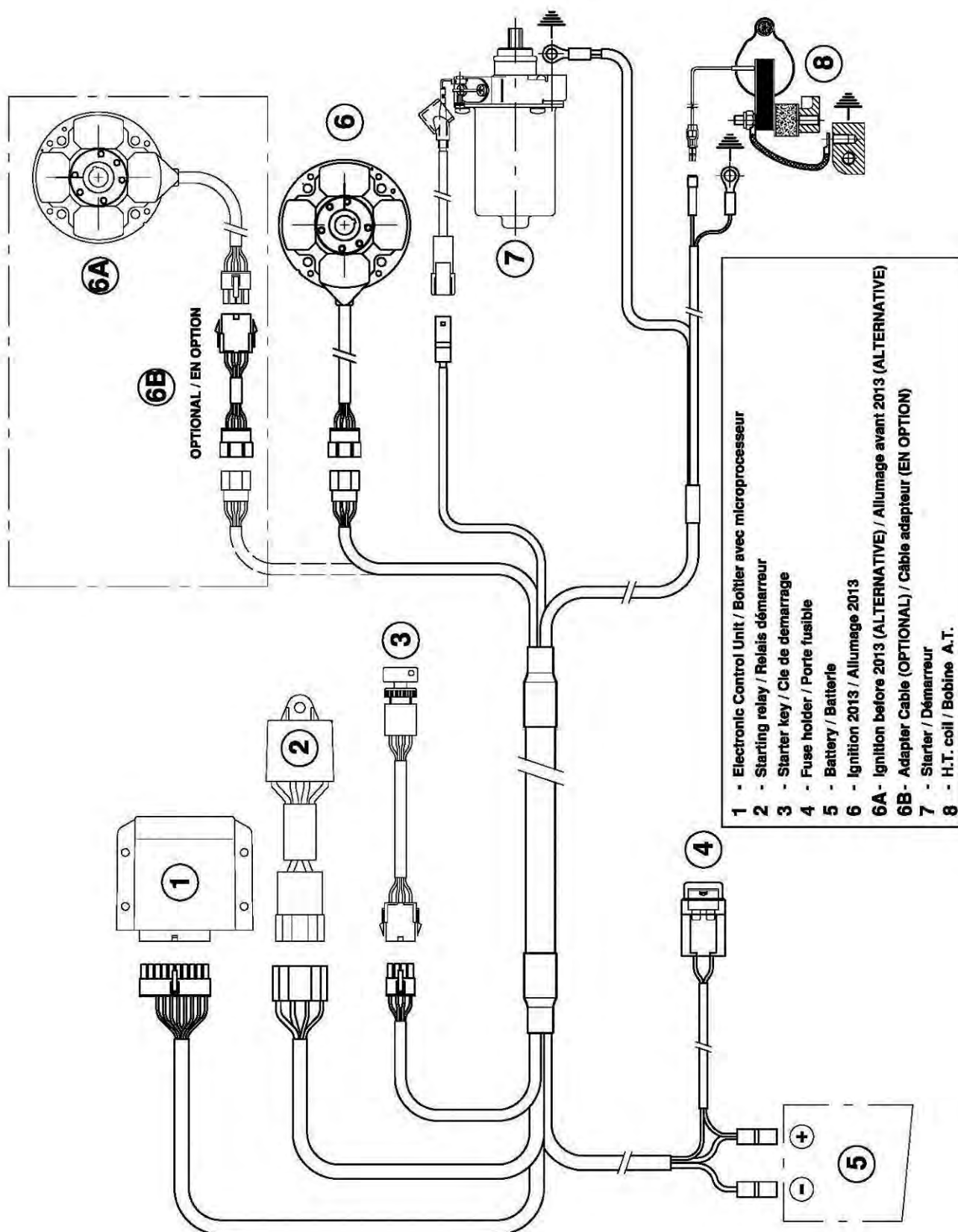
ALTERNATIVE



ALTERNATIVE RADIATOR IDENTIFICATION MARKING
MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR

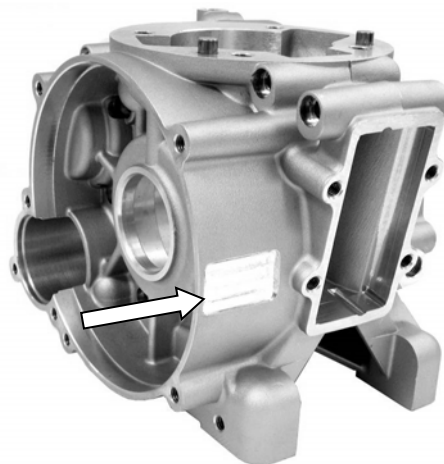


WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION 2013)
 SCHÉMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K" 2013)



FROM 2014 ON - A PARTIR DE 2014

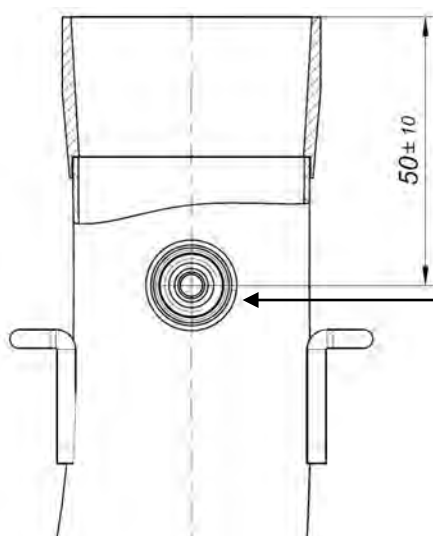
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



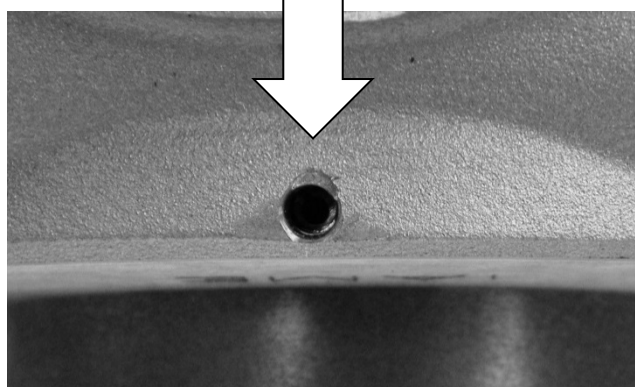
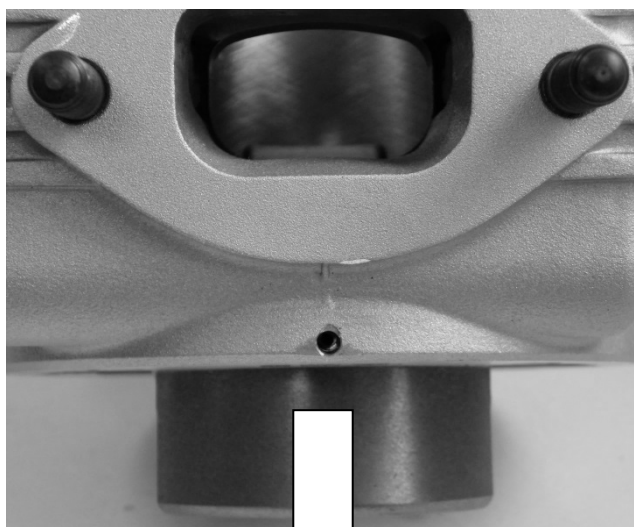
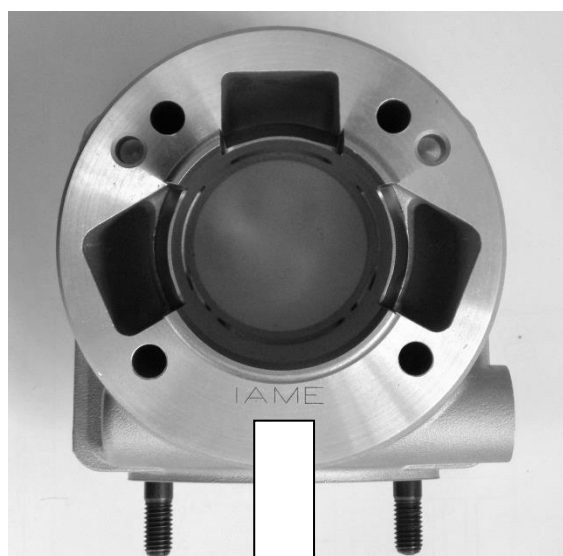
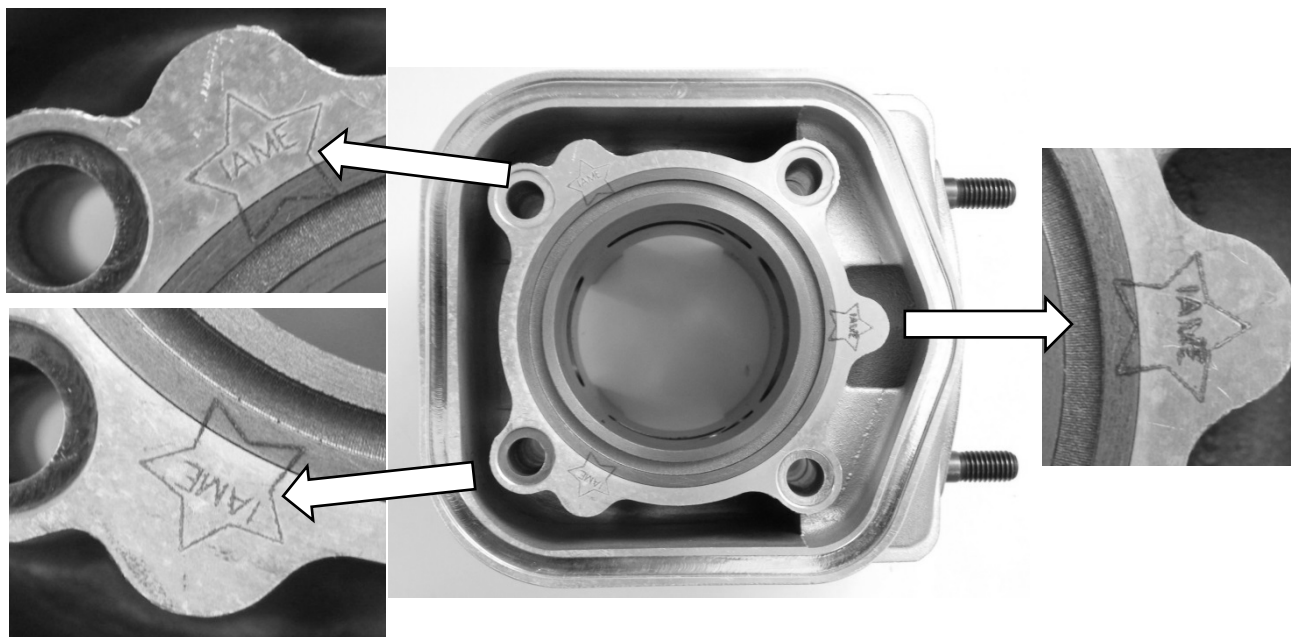
EXHAUST TEMPERATURE SENSOR CAPTEUR DE TEMPERATURE D'ÉCHAPPEMENT



EXHAUST
TEMPERATURE
SENSOR POSITION
(OPTIONAL)

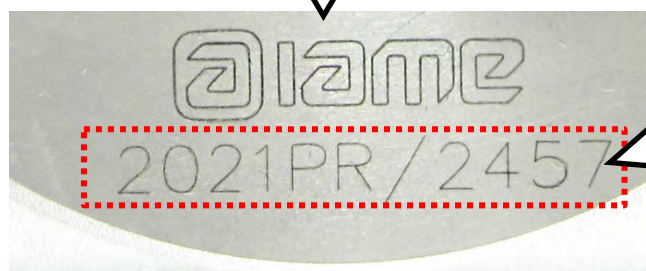
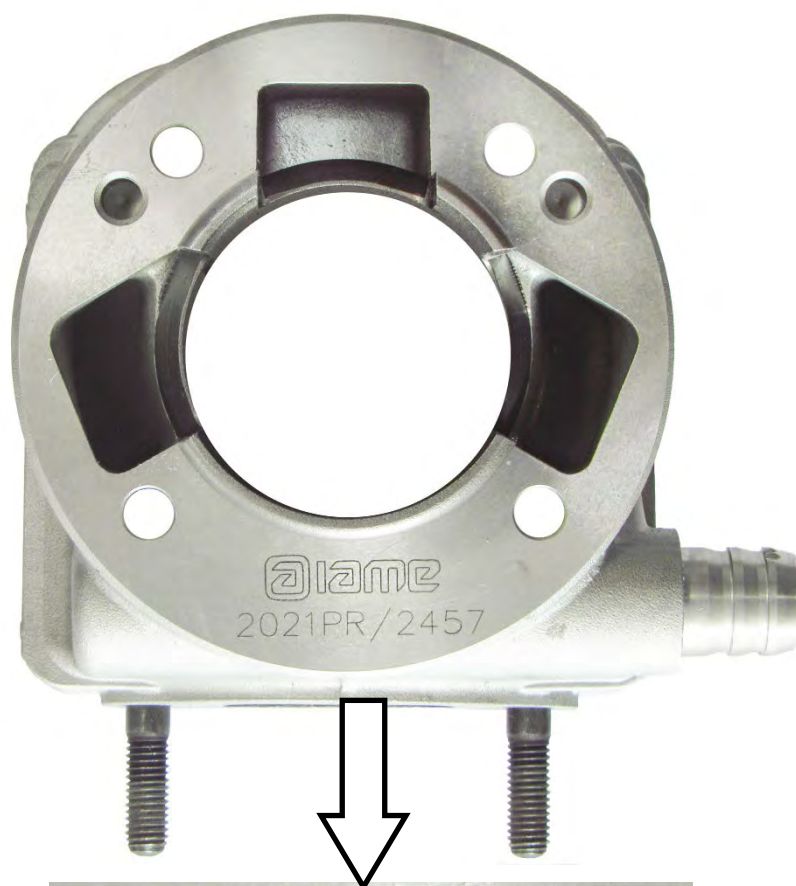
POSITION DU
CAPTEUR
DE TEMPERATURE
D'ÉCHAPPEMENT
(EN OPTION)

CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

ALTERNATIVE

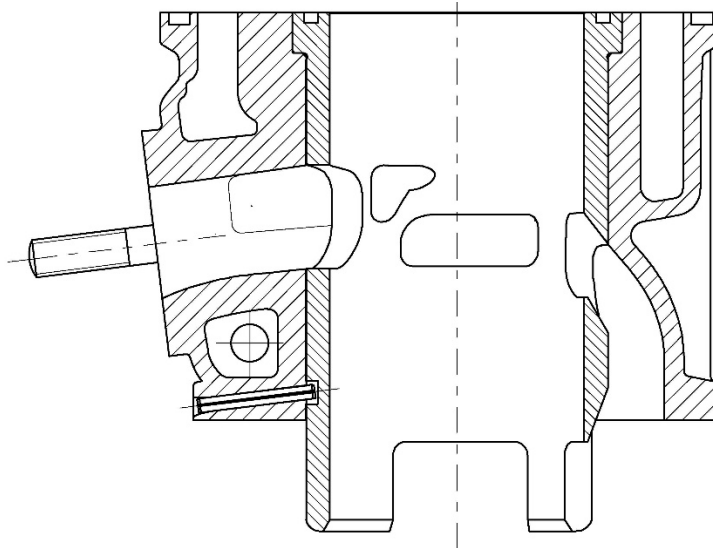


VARIABLE

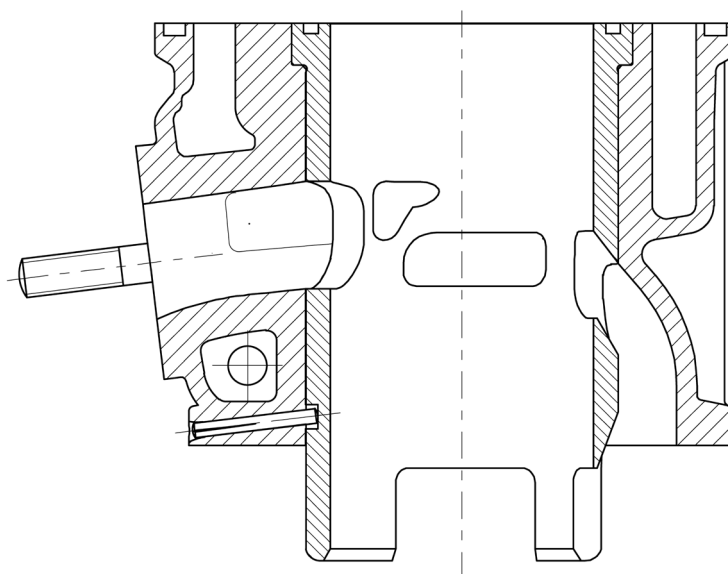
FROM 2025 ON - A PARTIR DE 2025

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)



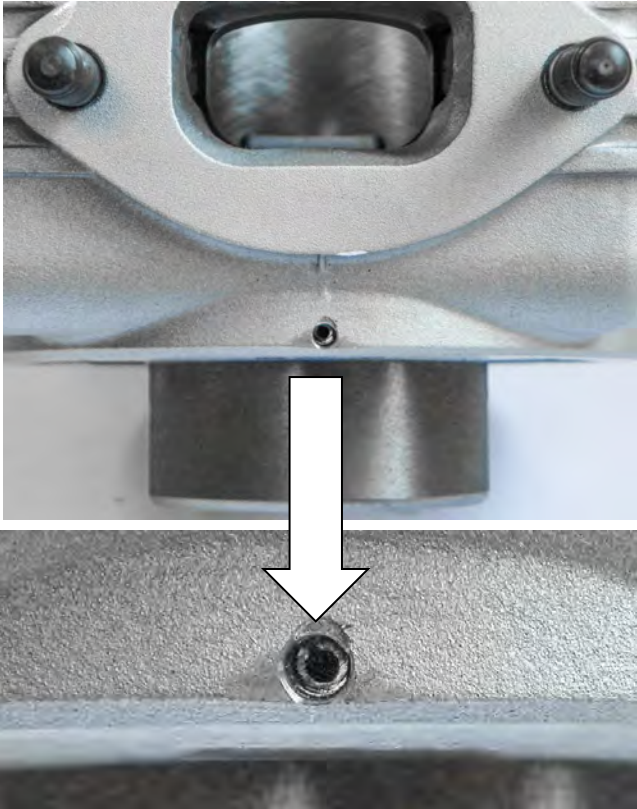
ALTERNATIVE PIN (GROOVED PIN)
GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)



FROM 2025 ON - A PARTIR DE 2025

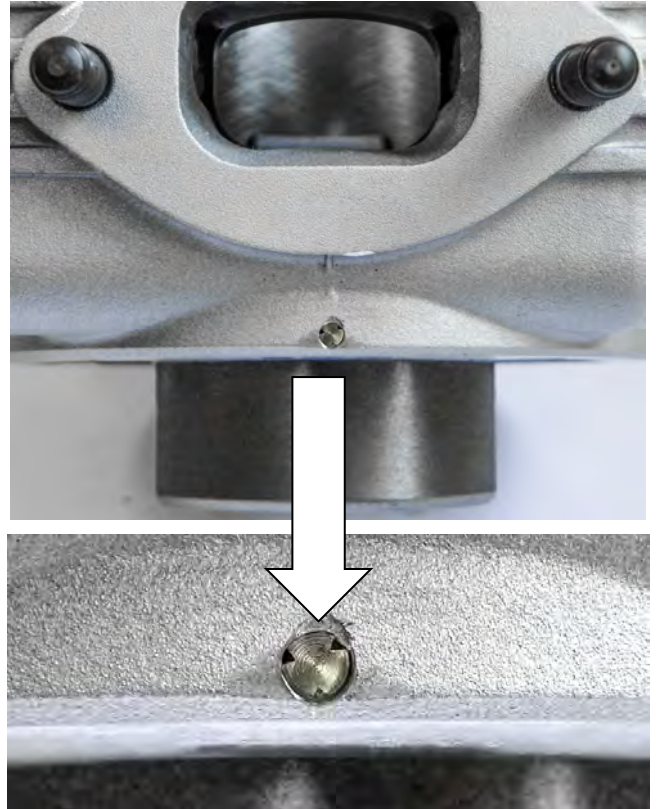
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN
IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF

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

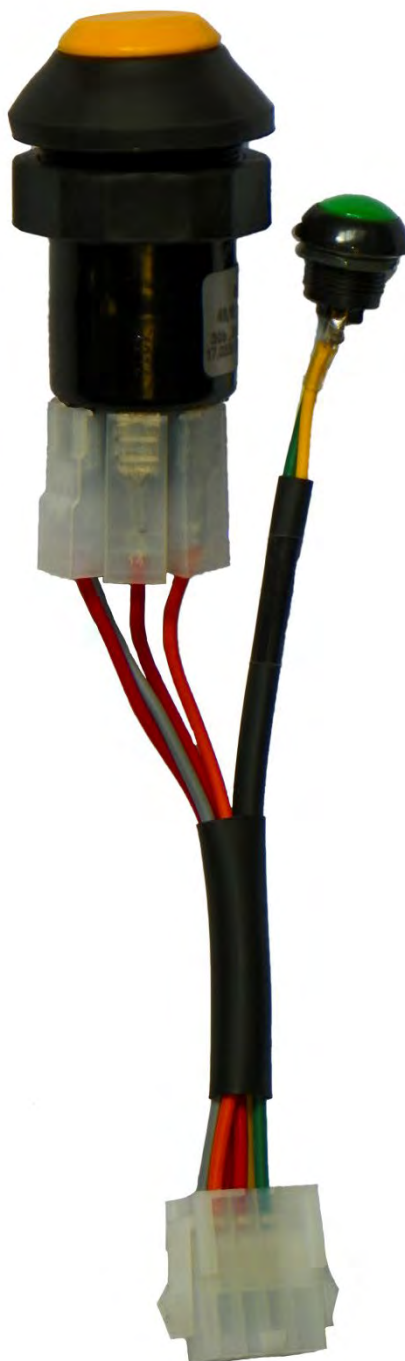
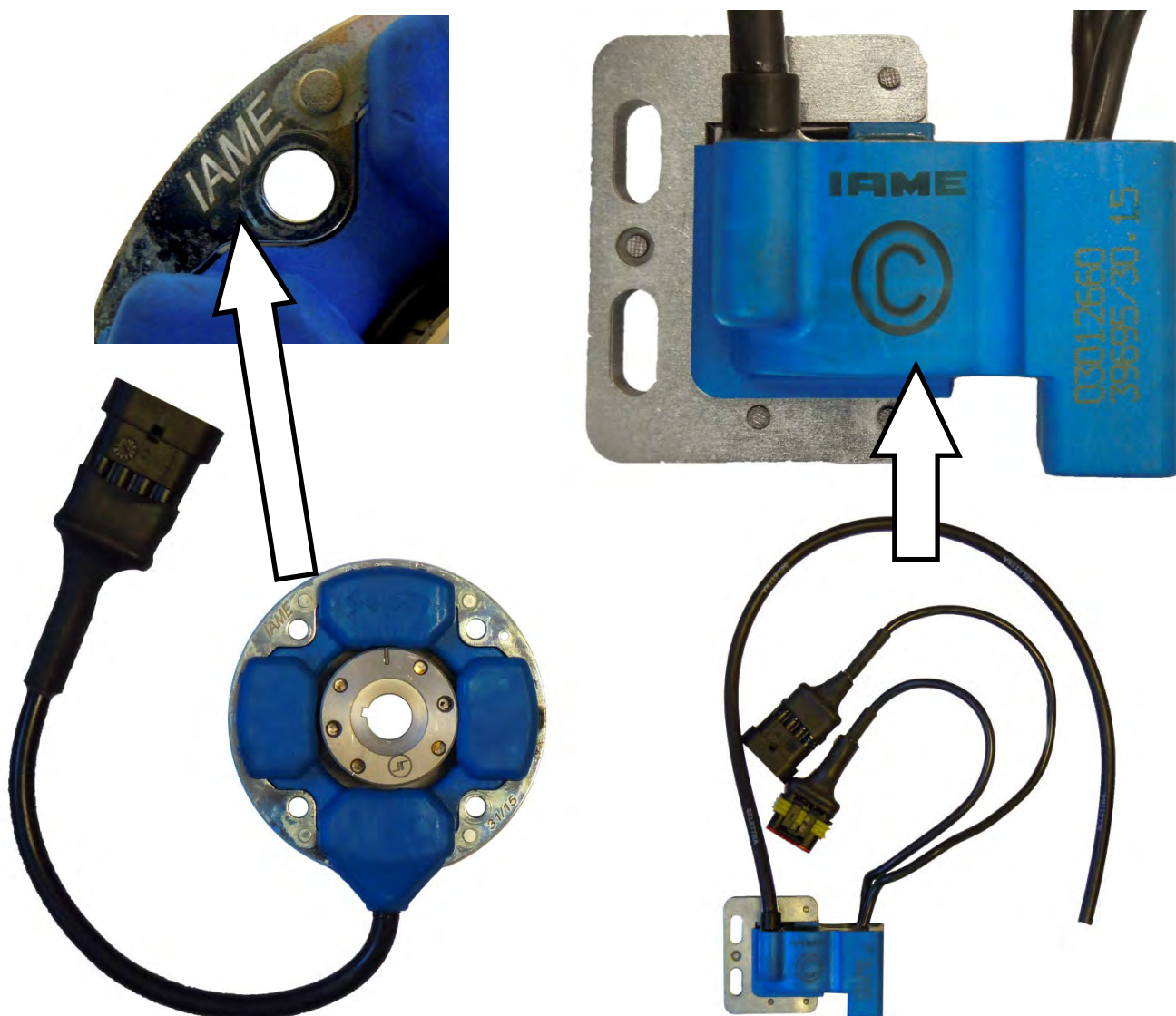


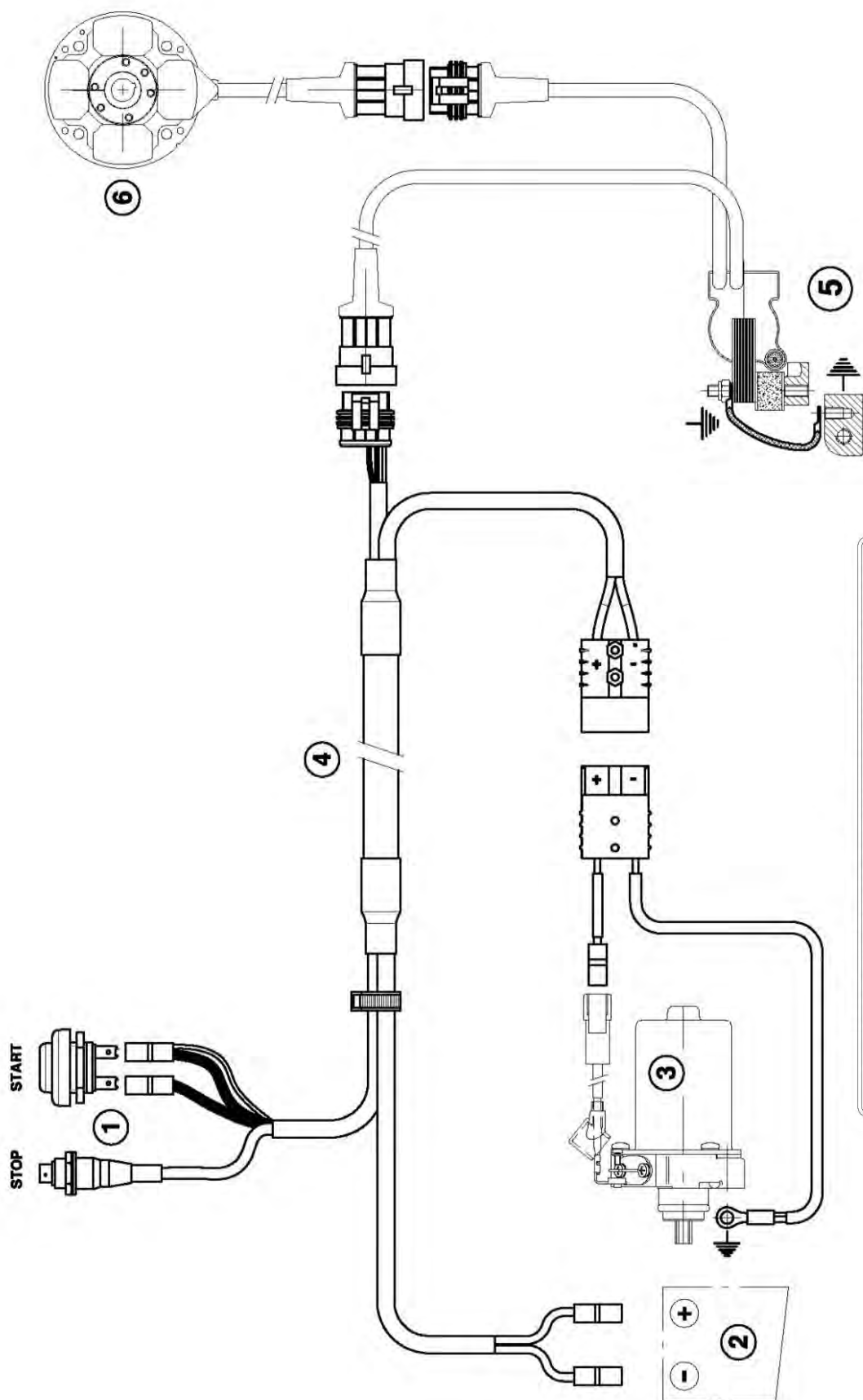
PHOTO COMPLETE ALTERNATIVE WIRING LOOM
 PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



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")

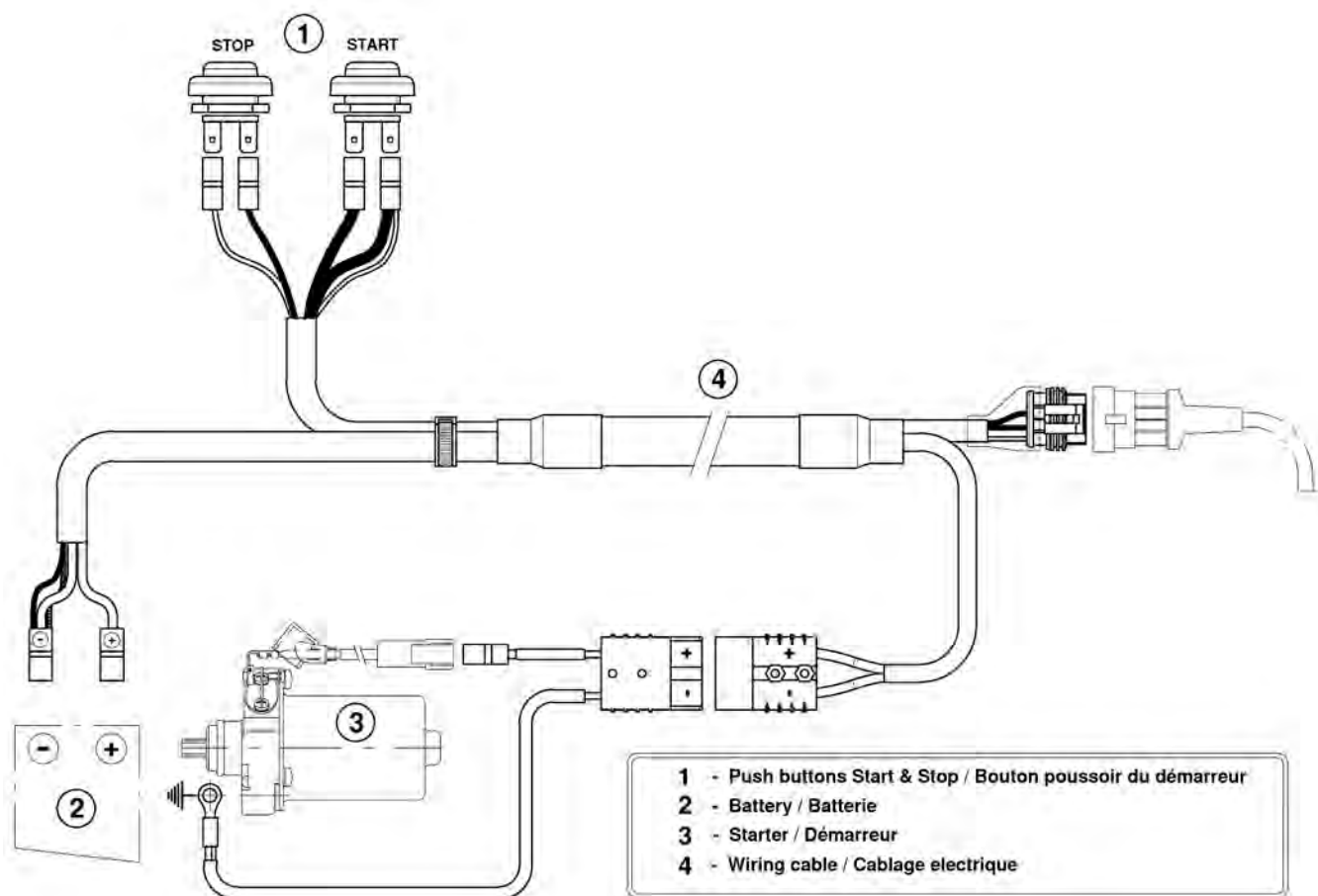


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Démarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit / Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

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

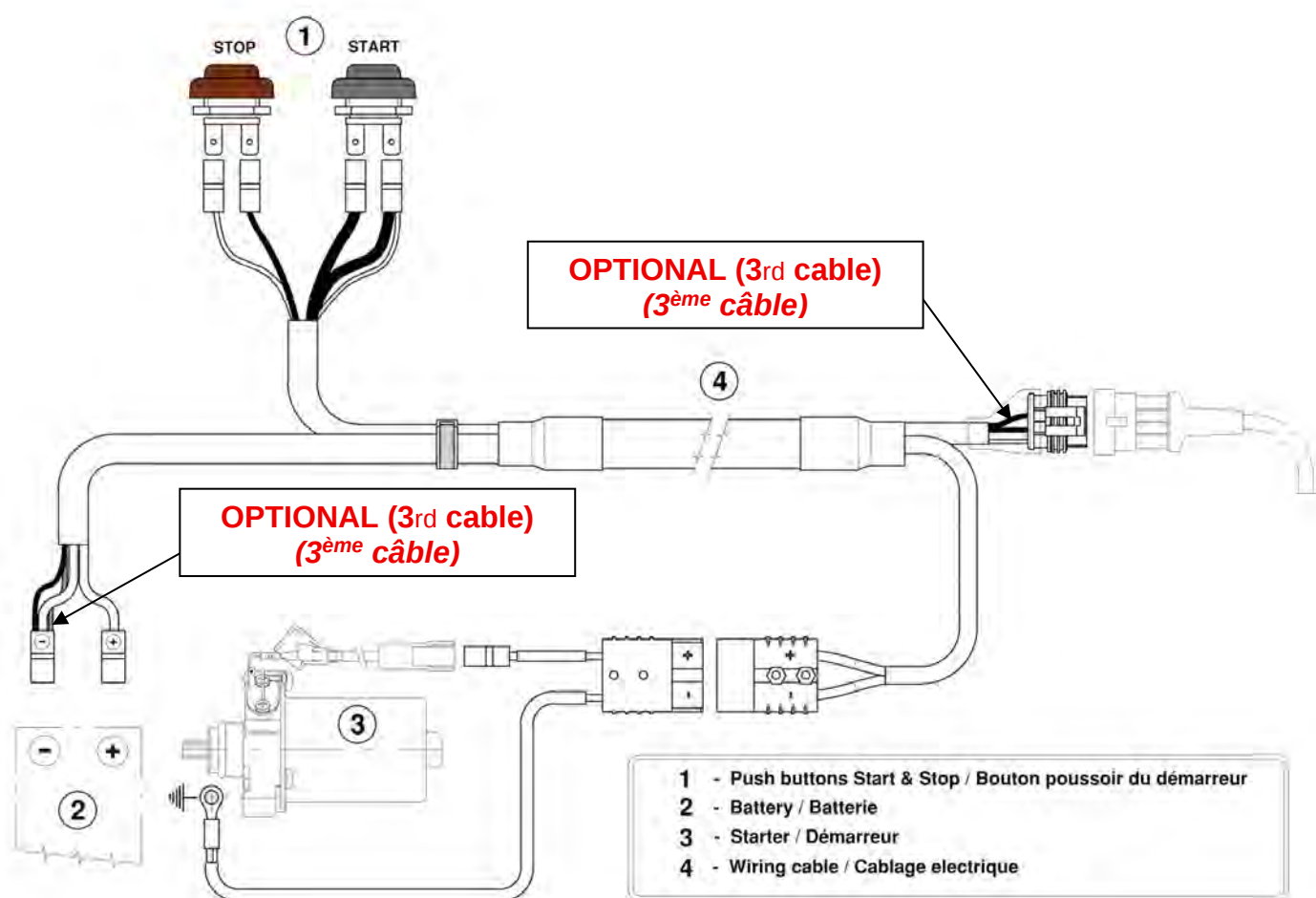
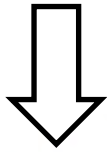
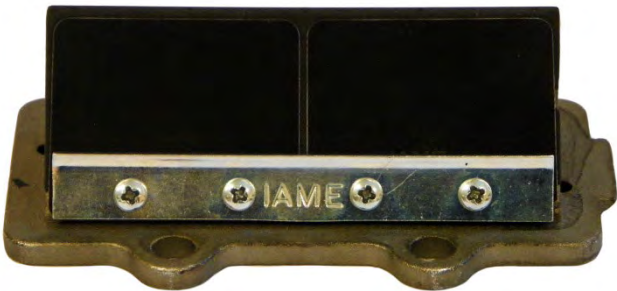
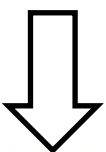


PHOTO IDENTIFICATION REED GROUP
PHOTO IDENTIFICATION BOÎTE À CLAPETS

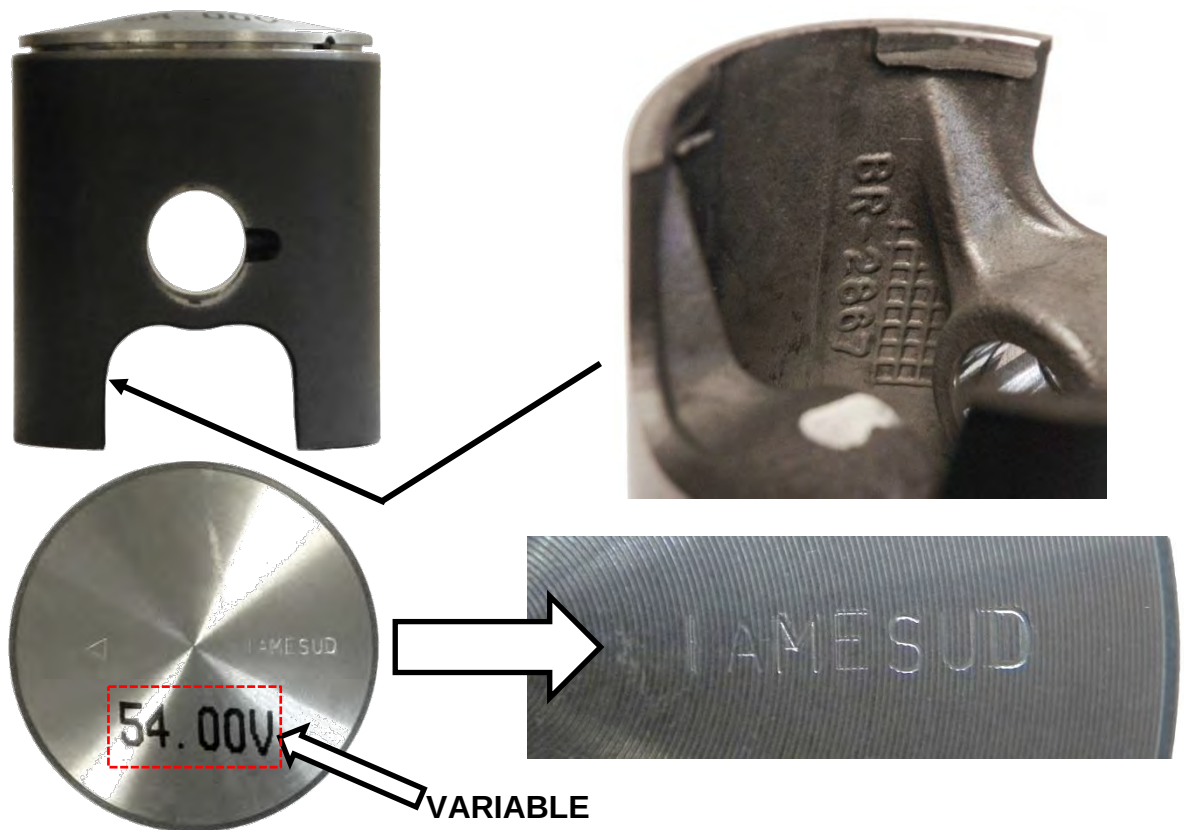
ACTUAL VERSION
VERSION COURANTE



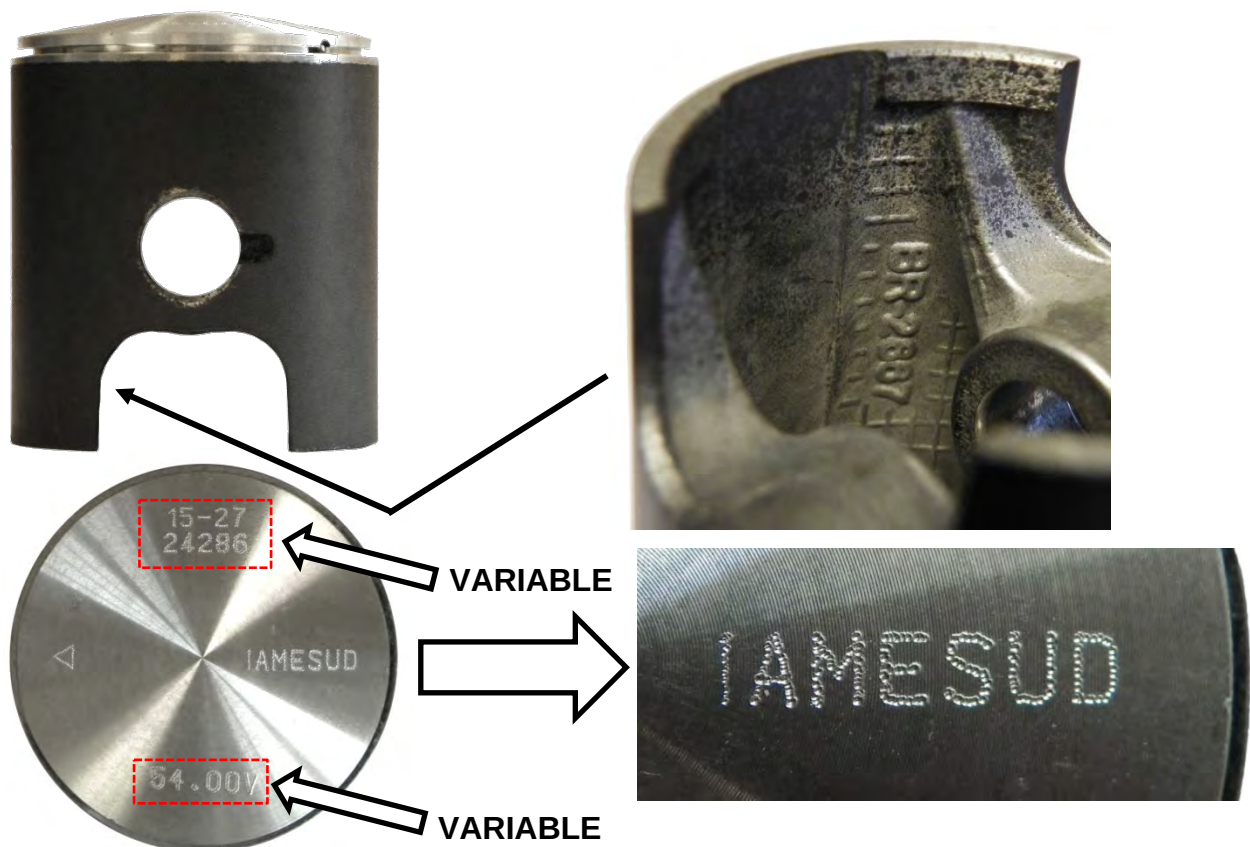
ALTERNATIVE VERSION
VERSION ALTERNATIVE



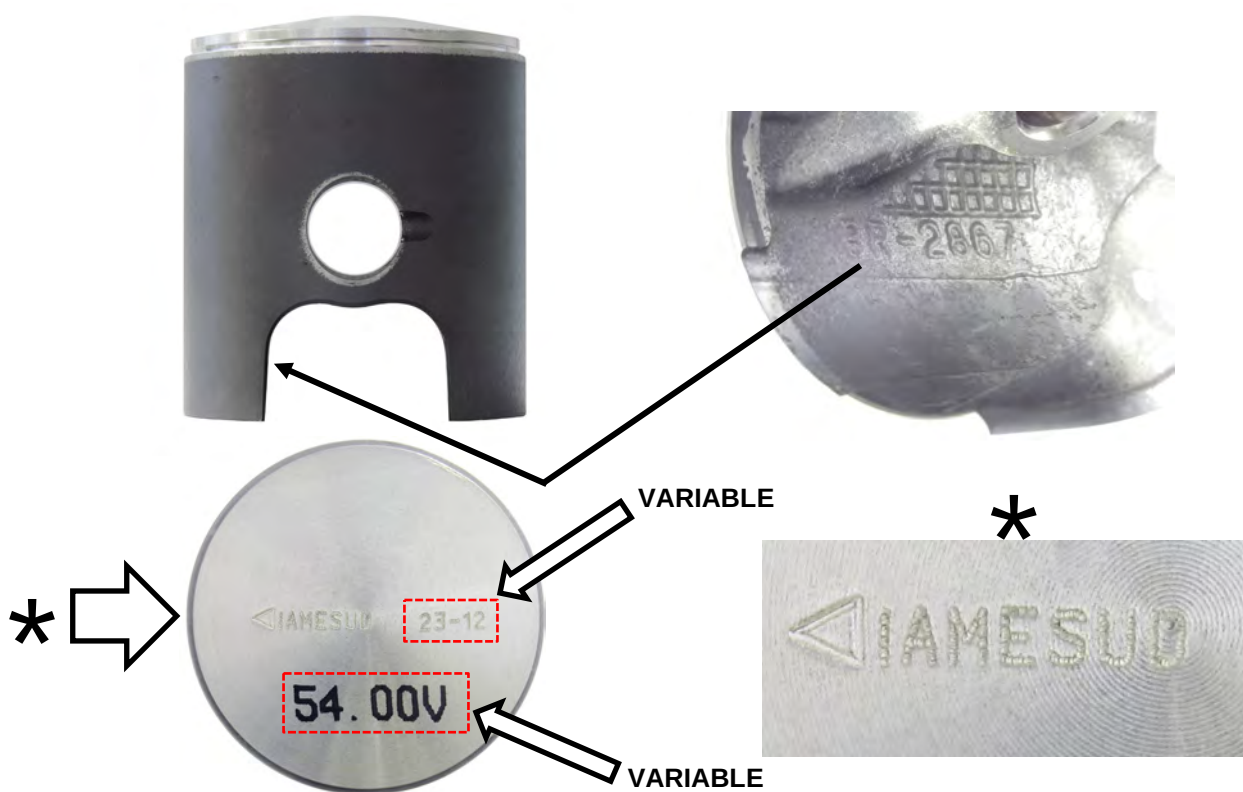
ACTUAL PISTON
PISTON COURANT



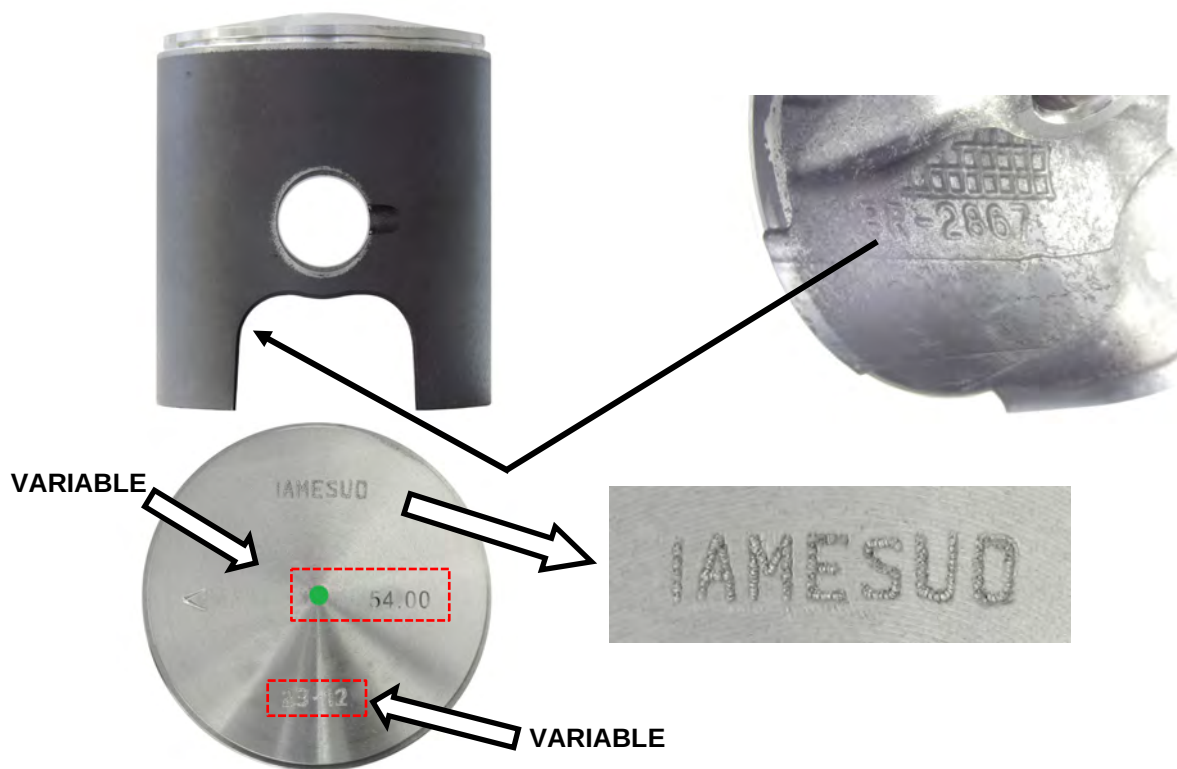
ALTERNATIVE PISTON
PISTON ALTERNATIF



ALTERNATIVE PISTON MARKING
MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE PISTON MARKING
MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE CONROD
 BIELLE ALTERNATIVE

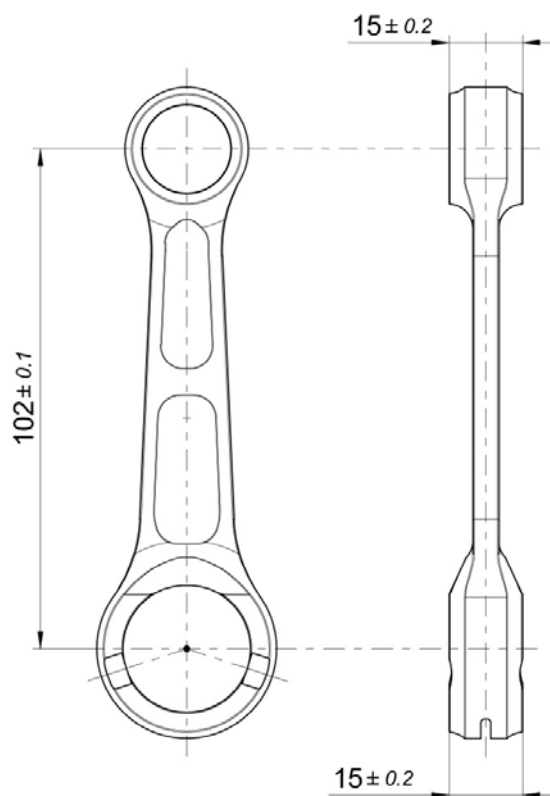
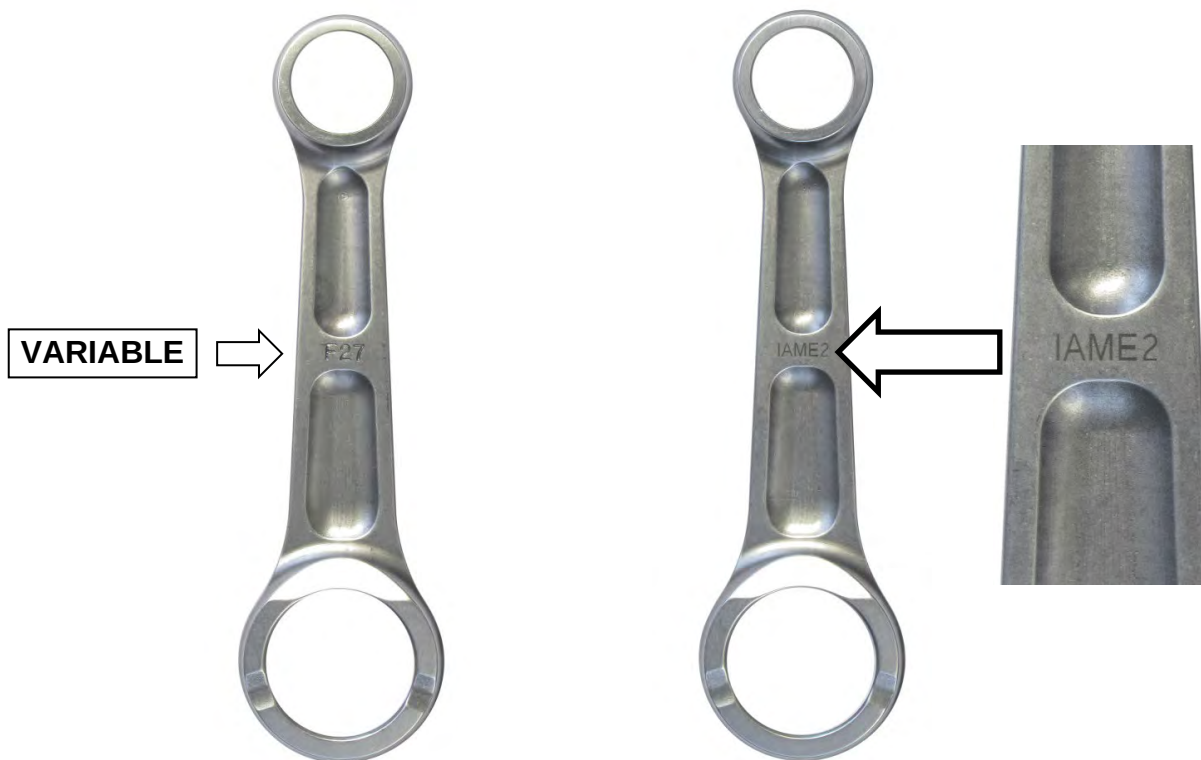


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE
 PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



**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 ALTERNATIVES

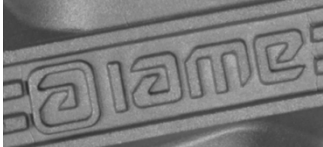
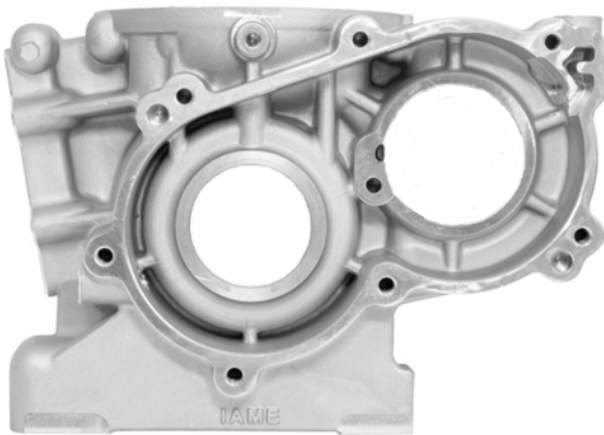
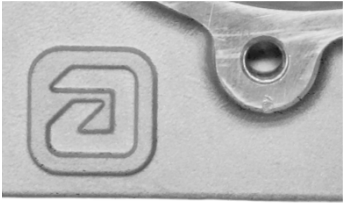
TYPE 1



TYPE 2



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

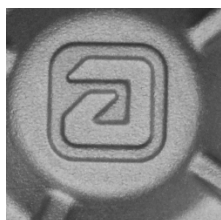
CYLINDER HEAD CULASSE  NEW / NOUVEAU LOGO 	CYLINDER CYLINDRE  NEW / NOUVEAU LOGO 
SEMICARTER TRANSMISSION SIDE DEMI-CARTER CÔTÉ PIGNON  NEW / NOUVEAU LOGO 	SEMICARTER IGNITION SIDE DEMI-CARTER CÔTÉ ALLUMAGE  NEW / NOUVEAU LOGO 

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

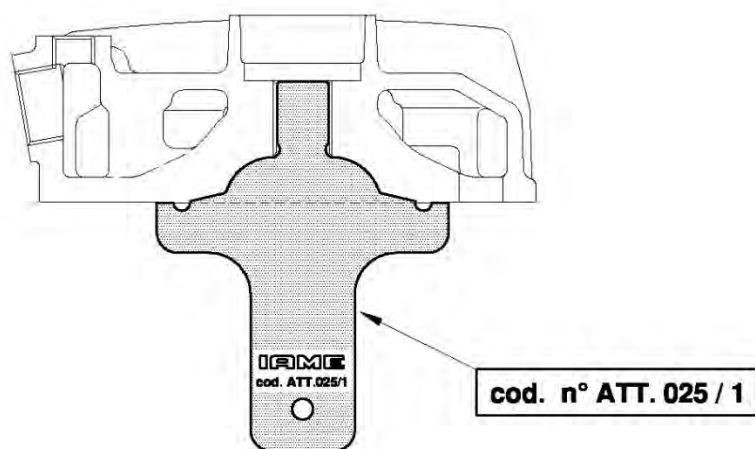
or

iaame

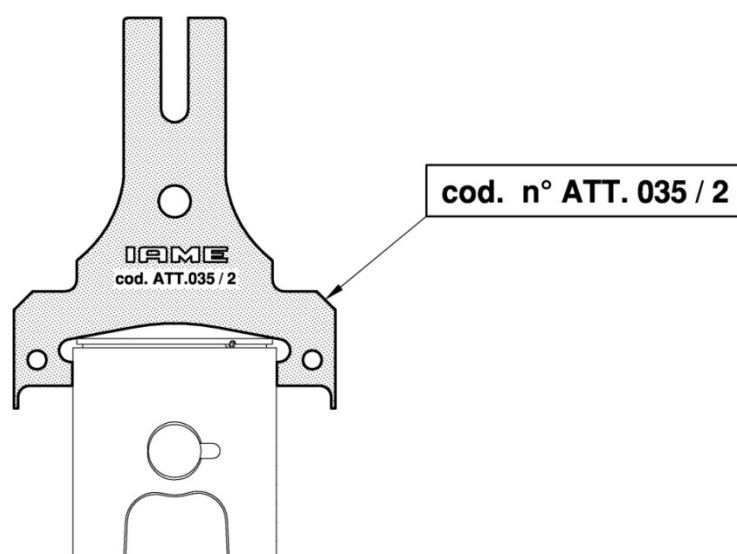
or



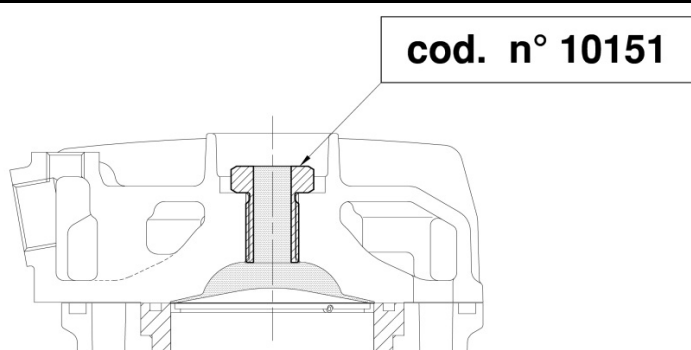
TEMPLATE FOR COMBUSTION CHAMBER SHAPE
GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION



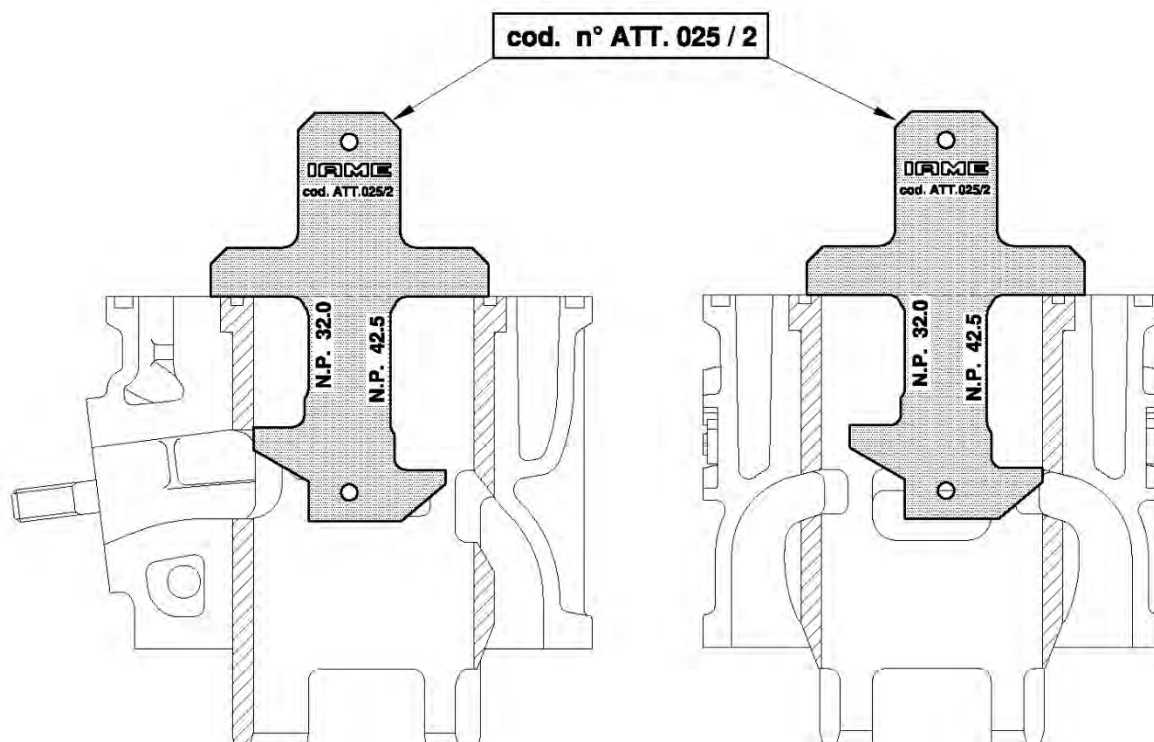
TEMPLATE FOR THE PISTON DOME
GABARIT POUR LE DÔME DU PISTON



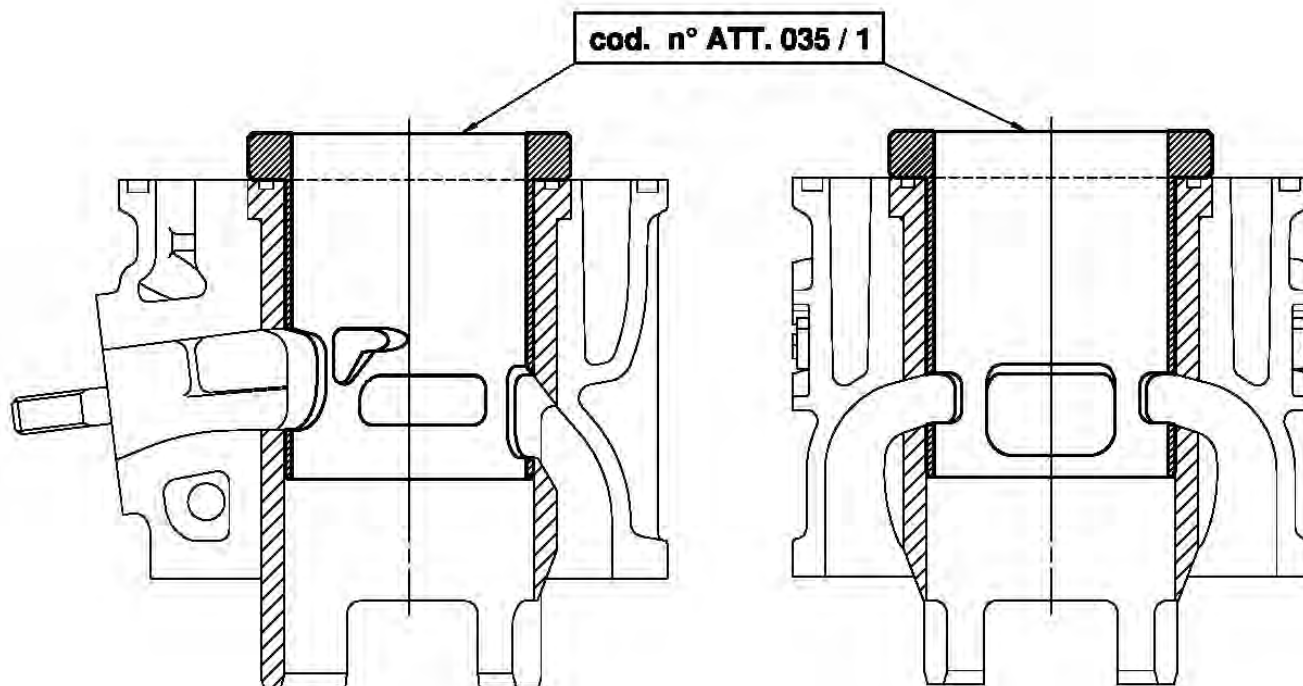
INSERT FOR COMBUSTION CHAMBER VOLUME
INSERT POUR LE VOLUME DE LA CHAMBRE DE COMBUSTION



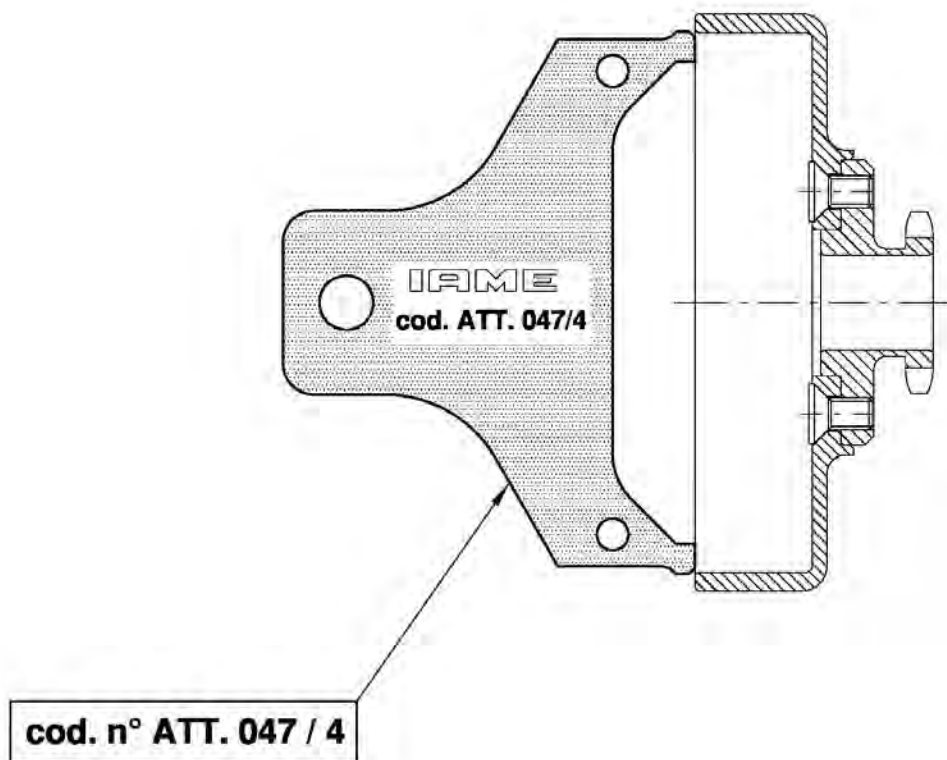
NO GO GAUGE FOR THE HEIGHT OF EXHAUST PORT AND LATERAL TRANSFERS
GABARIT POUR LA HAUTEUR DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX



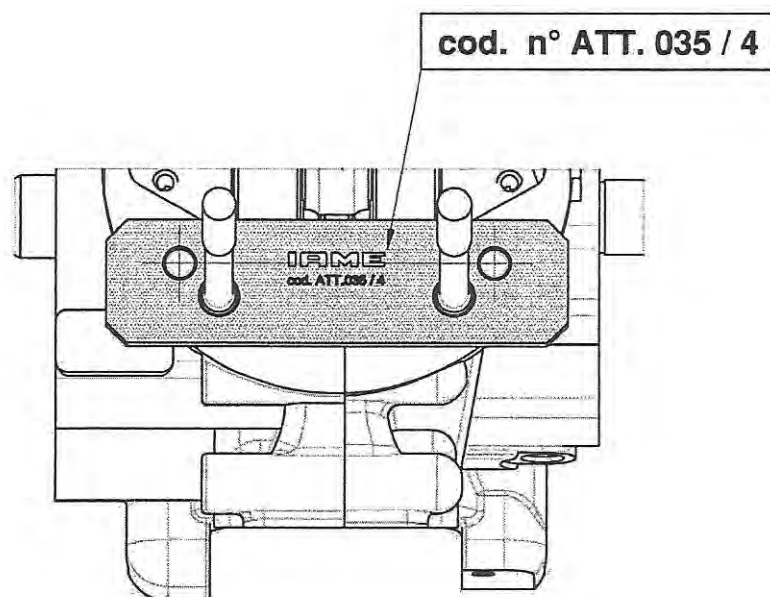
CHECKING TOOL FOR PORTS IN THE CYLINDER LINER
GABARIT POUR LES LUMIÈRES DANS LA CHEMISE DU CYLINDRE



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

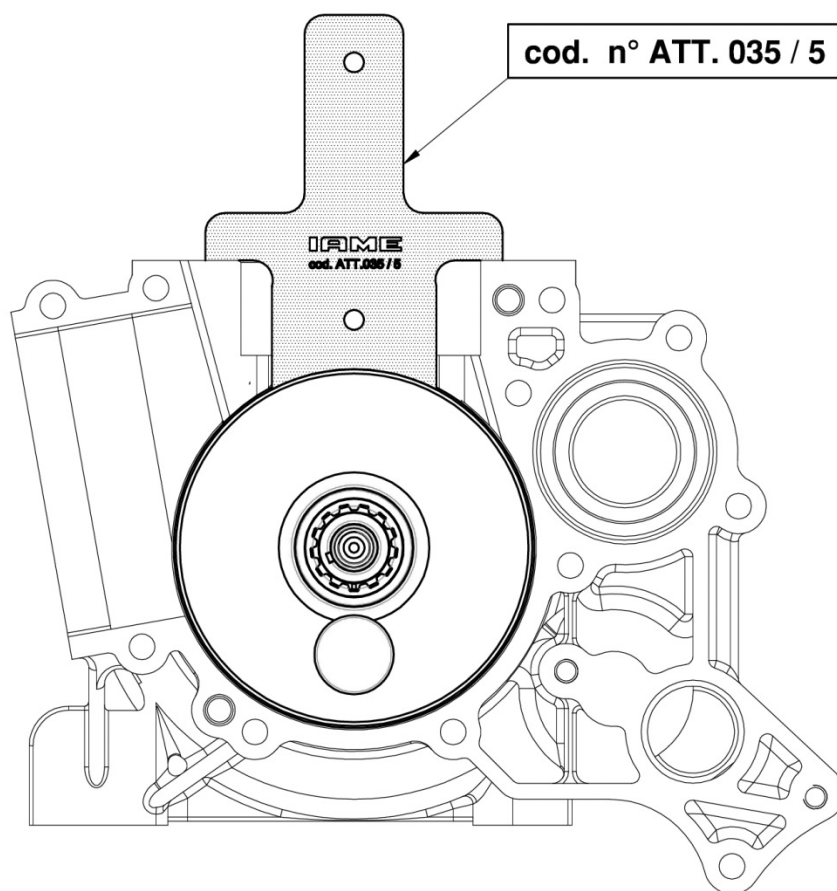


GAUGE FOR THE CYLINDER BASE PLANE ON THE CRANKCASE

It must touch the plane before touching the crankshaft

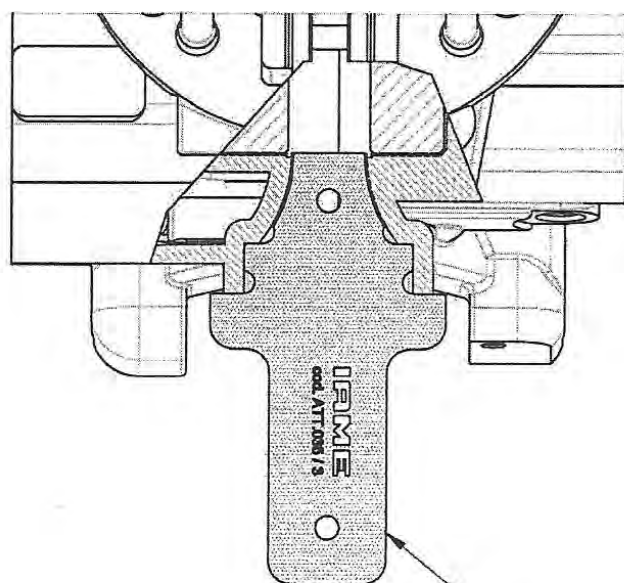
GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER

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 BÔÎTE À CLAPETS

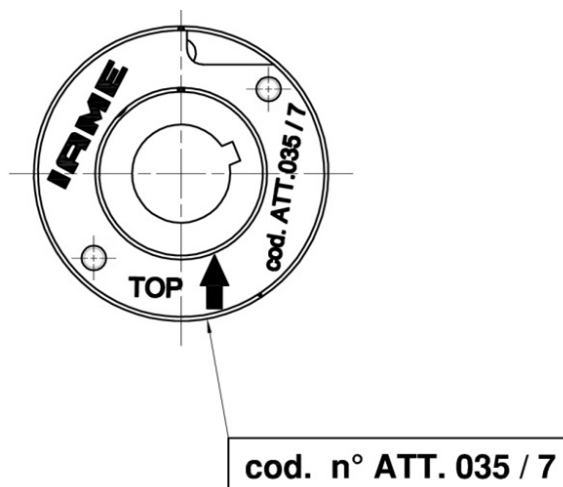


TEMPLATE FOR THE MARKING POSITION ON SELETTA DIGITAL "S" ROTOR

OK when the marking is hidden by the template

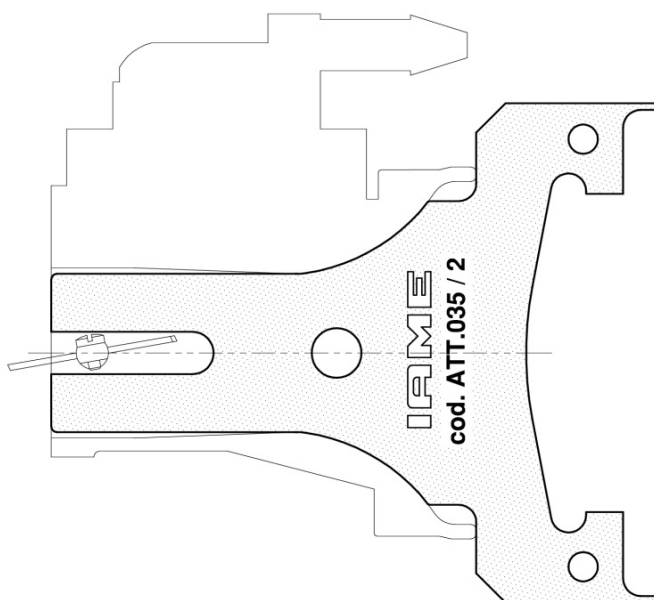
GABARIT POUR LA LE MARQUAGE DE PHASE SUR LE ROTOR SELETTA DIGITAL "S"

OK si le marquage est couvert par le gabarit



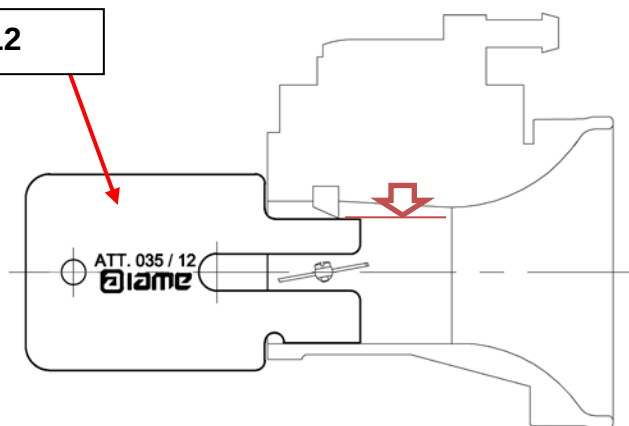
TEMPLATE FOR THE VENTURI SHAPE OF TILLOTSON HW-27A CARBURETTOR

GABARIT POUR LE VENTURI DU CARBURATEUR TILLOTSON HW-27A



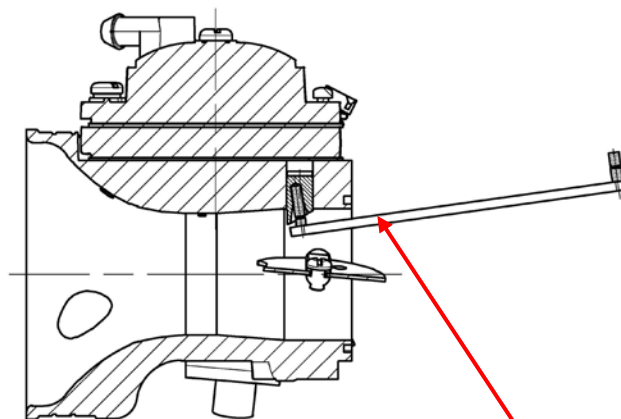
GAUGE FOR THE HEIGHT OF THE ATOMISER – IT MUST ENTER
GABARIT POUR LA HAUTEUR DU PULVERISATEUR - IL DOIT ENTRER

ATT.035 / 12



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

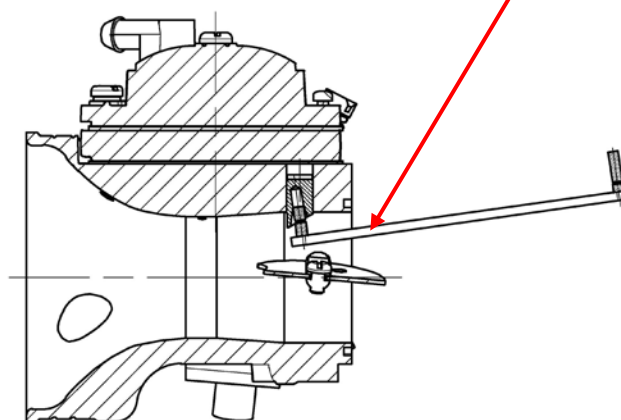
GO Side – must enter
 Côté GO – doit entrer



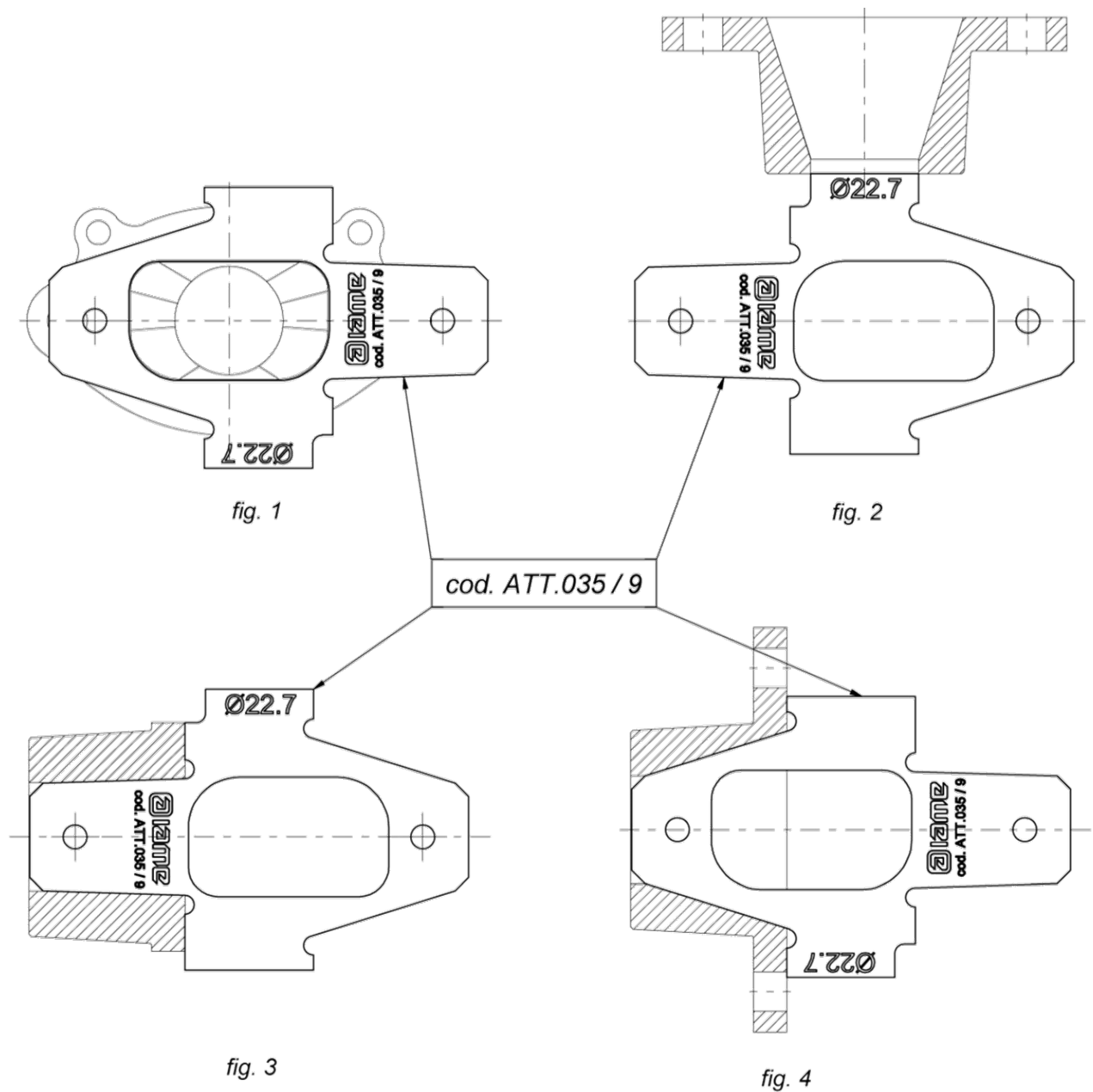
NO GO Side – must not enter
 Côté NO GO – ne doit pas entrer



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